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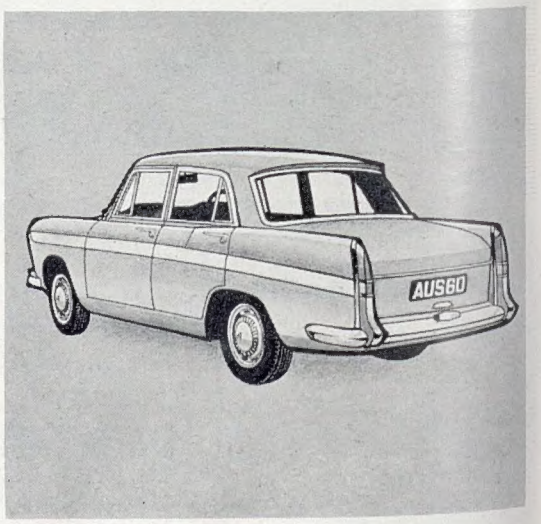

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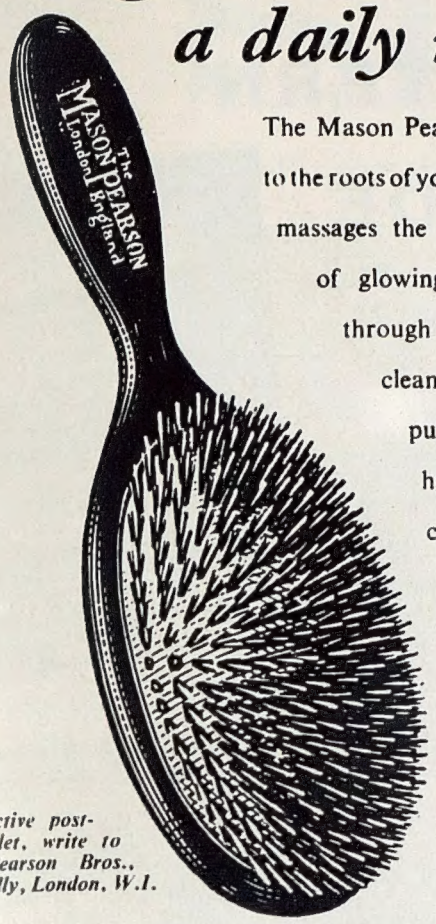

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Volume CCXLVIII No. 3223

THE

SPHERE

LONDON, March 10, 1962

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HONOUR FOR A PRESIDENT

In Lima, Peru's capital, the Duke of Edinburgh helps President Prado put on the cloak while investing him with the Grand Cross of the Order of the British Empire. Prince Philip is Grand Master of the Order. On his long tour of South America, the Duke ended his visit to Peru last week. At the start of his programme there he arrived at the northern town of Trujillo from which he inspected the new port works being constructed by a British company at Salaverry. Later, at Chiclayo airport, he saw Canberra and Hunter aircraft of the Peruvian Air Force. Perhaps the most picturesque part of the Duke's Peruvian stay was his journey to Cuzco and Macchu Pichu, the "lost city" of the Incas. He went to the inaccessible ruins by a diesel rail car and on the return journey just escaped floodwaters threatening the line. From Cuzco, Prince Philip went to Lake Titicaca, the world's highest navigable lake, which he crossed by boat to start his stay in Bolivia

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NEWS SUMMARY

America's nuclear test offer to Russia; end of an I.R.A campaign; military coup in Burma; the amended Northern Rhodesia Constitution

INTERNATIONAL

President Kennedy's broadcast from **Washington** on March 2 started a train of speculation about new Western proposals for disarmament to be put to Russia at the Geneva conference due to open on March 14. In his broadcast, Mr. Kennedy announced that America would resume nuclear tests in the atmosphere in the latter part of next month unless Russia agreed before then to sign a treaty which would effectively ban all nuclear tests. In **London** it was stated that the British Government was in "entire agreement" with the President's attitude. (On the previous day a British nuclear device had been exploded successfully in an underground test in Nevada.) **Moscow** declared the American condition for calling off the April nuclear tests to be "blackmail."

One of the major problems on which hitherto the West and Russia have disagreed is that of a system of international inspection to ensure that a treaty banning nuclear tests is being observed. The Russians regard on-the-spot international inspections in their own country as spying and in previous test-ban conferences have never gone beyond suggesting three on-site inspections as the maximum to be permitted each year. Britain and America had insisted the minimum practicable must be twelve. Now, it is believed in some quarters, new techniques have made it possible for tests to be detected by monitors very far away from the scene of an explosion.

GREAT BRITAIN

The first of nine pending by-elections took place on Thursday, March 8, at **Lincoln.** There were four candidates, Labour, Conservative, a Liberal and an Independent. At the last election, Labour had a majority of over 4,000. Other by-elections include **Blackpool,** on March 13, **Orpington,** on March 14, and **Middlesbrough East** on the same day.

A number of cases of small-pox were reported in the **Rhondda** and **Llantrisant** areas of Glamorgan and Monmouthshire.

Last Monday nearly 2,500,000 workers in the shipbuilding, car, aircraft and general engineering industries, did not go to work, under the second one-day token strike against pay increase restrictions, organised by the Confederation of Shipbuilding and General Engineering Workers.

There was to be peace on the border between Northern Ireland and Eire, according to a statement issued by the Republican resistance movement, the I.R.A. It announced the suspension of its campaign against partition, after five years of raids in which twenty people were killed.

Sir Roy Welensky, Prime Minister of the Rhodesian Federation, shakes hands with Mr. Macmillan in London

ASIA

The explosive situation in South Vietnam was nearly ignited last week. An attempt was made to assassinate President Ngo Dinh Diem, when two South Vietnamese fighter pilots bombed the Presidential Palace in **Saigon.** The left wing of the building was destroyed, but the President escaped unhurt. It was at first officially announced that there was no conspiracy behind the attempt, but later it was reported that the incident might have been organised by dissident factions in Saigon. President Ngo Dinh Diem has been in power, with the backing of the U.S., since Vietnam was partitioned in 1954.

The chief problem of his rule has been Communist subversion organised from North Vietnam. This is divided into two kinds—the Vietcong guerillas in the north, attacking across the border from North Vietnam, and the Communist agents inside, known as the Vietminh. In attempts to fight this subversion, the U.S. under President Kennedy has committed several thousand counter-guerilla advisers and field instructors. Both Moscow and Pekin have issued protests against increased U.S. military aid to South Vietnam. Last weekend, Mr. Dean Rusk, the U.S. Secretary of State, speaking in **Washington,** said that fighting in South Vietnam would end overnight if Communist intervention ceased, but added that the U.S. was prepared for talks in some circumstances.

In Burma, General Ne Win, the Army Chief of Staff, seized power in a near bloodless *coup* last week. In the list of forty-six Government leaders arrested were the names of U Nu, the Prime Minister, and U Win Maung, the President. (General Ne Win took over as Prime Minister from U Nu in 1958. His military regime lasted until the 1960 elections when U Nu was returned to power.) After the latest *coup*, General Ne Win formed a revolutionary council, with himself as chairman, suspended the country's constitution, and dissolved Parliament. New state supreme councils were set up. The reasons for the *coup* were stated to be (1) U Nu's Bill to create an autonomous Arakan State, on the Burmese west coast. It was feared that this would lead to other minority groups securing their demands for a federal system of states. And (2) U Nu's decision to establish Governmental control over the import trade by setting up five state-controlled joint venture corporations.

AFRICA

The amended constitution for **Northern Rhodesia** was announced in London last week by Mr. Maudling, the Colonial Secretary. The main change was in the proposal for fifteen "National" seats in the forty-five seat Assembly (with fifteen African and fifteen European seats). In the amended "Macleod" Constitution of last June, these National members had to obtain a minimum of 12½ per cent. or 400 of the votes cast by both Africans and Europeans. As African voters outnumber Europeans this would have made it easier for Europeans to qualify than Africans. The new amendment substituted a minimum of 10 per cent. of both races, which would make an African majority more likely. This was received quietly by the House of Commons, in spite of the presence in London of Sir Roy Welensky, the Prime Minister of the Central African Federation, who had flown to Britain from Salisbury just before the announcement on the Constitution was made. Sir Roy said on arrival that he would go "the whole hog" if necessary to preserve the Federation; he had two meetings with Mr. Macmillan, lunch with the Queen, and flew back to Rhodesia before the end of the week. He was due to report to a special session of the Federal Parliament on Tuesday of this week.

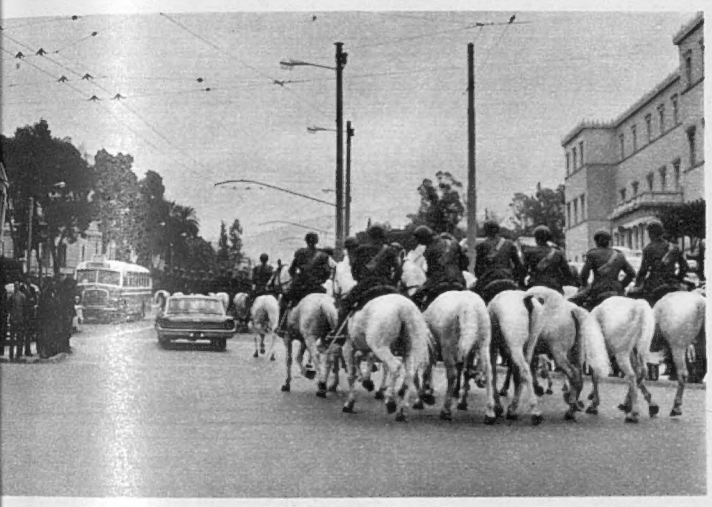
In **Lusaka**, the Northern Rhodesian capital, Mr. Kenneth Kaunda, the leader of the United National Independence Party, said he had information that Sir Roy was planning a military *coup* against the British Government in Central Africa, an allegation quickly dismissed by Sir Roy. It was considered likely that UNIP would reject the new constitution.

A Caledonian Airways DC-7C carrying 111 passengers from Lourenço Marques to Lisbon, crashed last Sunday night in a swamp in the Cameroun Republic soon after taking off from **Douala.** The passengers were mainly British, Rhodesian and South African.

THE NEWS IN PICTURES

NEW YORK WELCOMES AMERICA'S SPACE HERO

Ticker tape streams down on Colonel John Glenn, waving from second car, as he drives along Broadway in New York. With him are his wife and Vice-President Lyndon Johnson. In spite of severely cold weather it was estimated that over 3,000,000 New Yorkers turned out to welcome the American astronaut. At times the crowd broke through the police barriers and surrounded the Colonel's car. At a luncheon in the City Hall he was presented with the city's Gold Medal of Honour. While in New York he also visited the United Nations building and met U Thant, the Acting Secretary-General. Previously Colonel Glenn had been welcomed in Washington where he had addressed a session of Congress

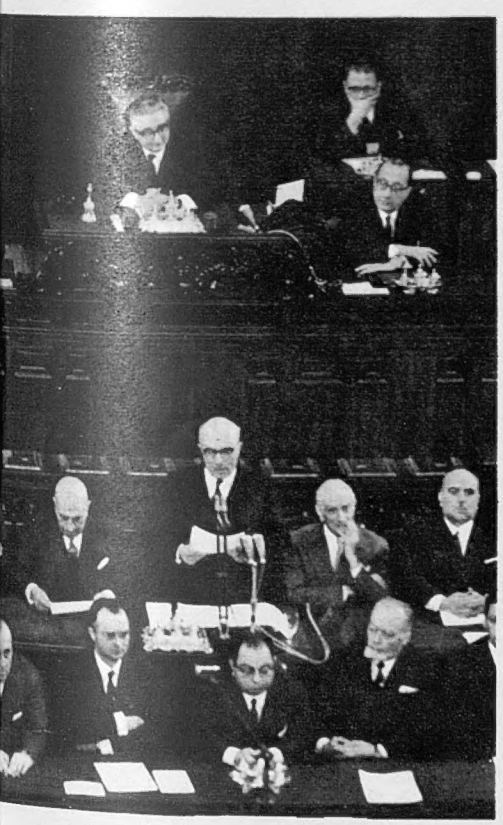


ATHENS ESCORT FOR AN AMBASSADOR

Far left: The rear of a procession of Greek Royal Cavalry escorting the car of the new German Ambassador is seen on its way through the Greek capital to the Royal Palace where he presented his letters of credence. On the same day Sir Ralph Murray, the new British Ambassador, also presented his credentials. Previously he was Deputy Under-Secretary at the Foreign Office

PRINCESS ROYAL IN CYPRUS

The Princess Royal sits with Archbishop Makarios, the President of Cyprus, in the Presidential palace in Nicosia. She was visiting him during her stay in Cyprus, part of her current tour of Commonwealth military units in Africa and the Middle East



SIGNOR FANFANI'S NEW CABINET

Far Left: The Italian Premier, Signor Fanfani, addresses Parliament in Rome. Last week he presented his new cabinet, and his new social and economic programme. To support this programme he had been relying on the backing of Signor Nenni's Socialist Party, but early this week, the Socialists said they would abstain in the vote of confidence in the Government

SECURITY MEASURES IN ORAN

Tanks patrol the Place Foch in the centre of Oran in Algeria, one of the extra security measures taken to combat the increasing violence of the O.A.S. caused by their fears of an agreement between France and the Algerian Nationalist Government. The O.A.S. was stepping up indiscriminate violence against Muslims, hoping to provoke mass reprisals, and thus render the peace unworkable. On one day last week sixty-five people were killed in the worst day of terrorism since the war began in 1954. On Sunday night shops and offices in the centre of Algiers were shattered by over 100 plastic-bomb explosions. At the weekend, eleven of the twelve Italian journalists in Algiers were compelled to leave, because of threats by the Secret Army, who objected to broadcasts in Italy hostile to the O.A.S.

Workmen carry the box containing the largest tapestry in the world into Coventry Cathedral past the statue of St. Michael triumphant over the Devil, by Epstein. The tapestry of "Christ in Glory," designed by Graham Sutherland, measures about 74 ft. by 40 ft. and weighs nearly a ton. It was flown to England last week from France, where it was woven by Pinton Frères at Felletin. Delivery was delayed a few days while several minor flaws were rectified. The vast tapestry hangs behind the high altar of the new Cathedral, which is to be consecrated on May 25. Until that date a special watch is being kept over the tapestry so that only those with special permission may see it

GRAHAM SUTHERLAND'S TAPESTRY ARRIVES AT COVENTRY CATHEDRAL

Below right: Princess Margaret is with Miss Sonja Henie, the former world skating champion, and Sir John Rothenstein, the director of the Tate Gallery, London, at the preview of the new exhibition of modern paintings at the Gallery. On show until April 8, it consists of a selection of the works from the private collection of Miss Sonja Henie and her husband, Mr. Niels Onstad, which they are presenting to Norway

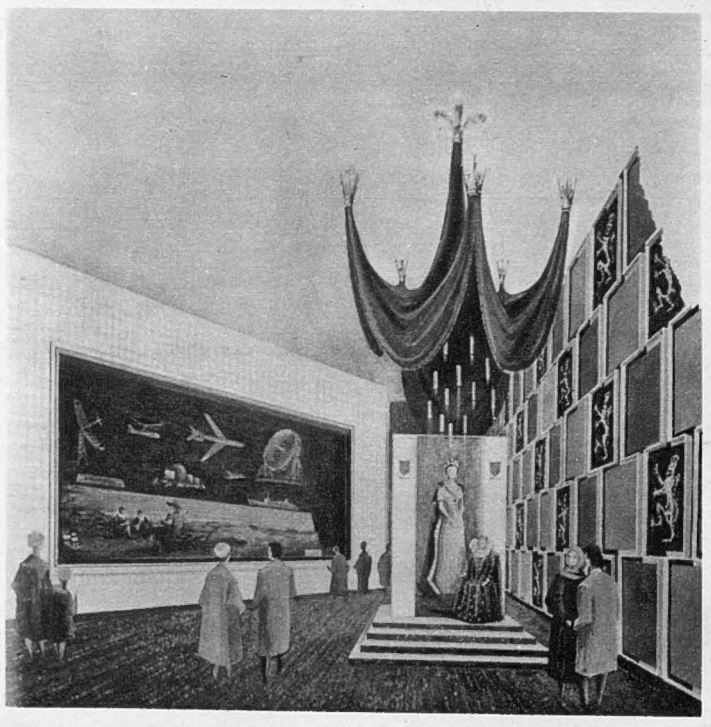
NEW EXHIBITION AT THE TATE GALLERY

18TH-CENTURY BALLOON CLOCK

PORTRAIT OF QUEEN ANNE

Far right: Two of the exhibits at the third International Art Treasures Exhibition, opened last week at the Victoria and Albert Museum, London, by Sir David Eccles, the Minister of Education. The exhibition is presented by C.I.N.O.A. (the International Confederation of Art Dealers) and consists of antiques and works of art which have passed through the hands of members since the end of the war. The clock, illustrated here, is dated about 1790 was made in Strasburg, and commemorates Montgolfier's balloon ascent. The portrait of Queen Anne is in wax and filigree paperwork gilded and coloured

An artist's impression of the entrance section of the British Pavilion for the Seattle World's Fair, opening in the American city in April. The section includes a full-size figure of Elizabeth I and a larger-than-life-size portrait of Queen Elizabeth II. Left is a three-dimensional representation of Millais' painting "The Boyhood of Raleigh," with an animated display of notable British achievements. Installation work of the pavilion, covering a quarter of an acre of the exhibition site, has begun. Many of the latest products of British companies will be on view



BRITISH PAVILION FOR THE SEATTLE WORLD'S FAIR

PROMOTING TRADE WITH THE WEST INDIES

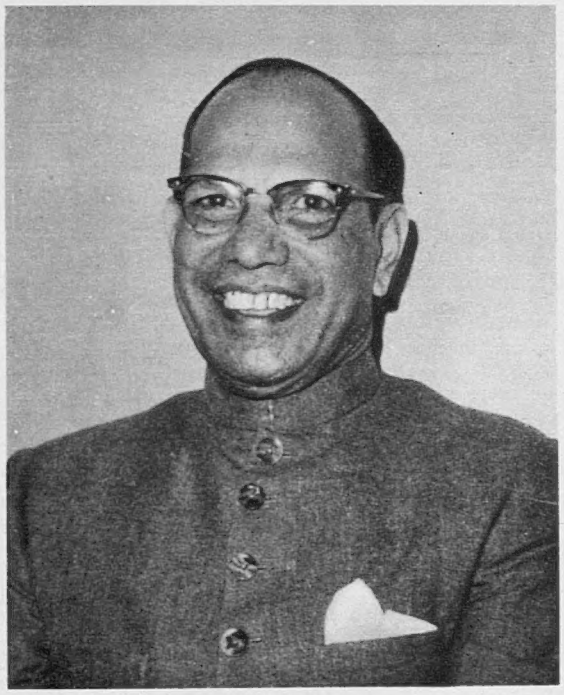
Lord Rootes, Chairman of the Western Hemisphere Exports Council, talks to Mr. Erroll, President of the Board of Trade, and Mr. Maudling, the Colonial Secretary, at a briefing meeting in London, before leading a British Trade Mission on a 20,000-mile tour of the West Indies. Over a dozen leaders of industry, banking and commerce are in the party, due to leave London this weekend at the start of the mission, designed to promote trade and to investigate industrial possibilities in the West Indies

THE NEWS IN PICTURES

Smoke rising from the wreck of a Boeing 707 airliner drifts across Jamaica Bay, Long Island. The aircraft crashed shortly after taking off from Idlewild Airport. It dived vertically into the water. All 95 people on board were killed. Among the victims was Mr. Alton Jones, an oil executive friend of General Eisenhower. It was the fifth worst airliner disaster ever to be recorded

BOEING 707 JET AIRLINER CRASHES INTO THE LONG ISLAND MUDFLATS JUST OUTSIDE NEW YORK

Below right: Mr. William Gopallawa, the new Governor-General of Ceylon. He was appointed last week, following the resignation of Sir Oliver Goonetilleke, who had been Governor-General since 1954. It had earlier been announced that Sir Oliver might have to be interrogated in connection with the attempted *coup* in Ceylon in late January, since which at least twenty-nine people have been arrested. It was understood that the Government was not alleging Sir Oliver was personally implicated but his name had been used to obtain support for the *coup*. Mr. Gopallawa, who is aged 64, was previously Ceylon's Ambassador in Washington

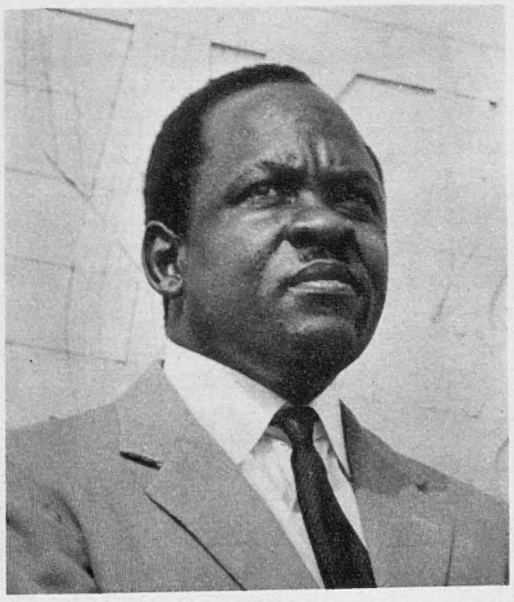


CEYLON'S NEW GOVERNOR-GENERAL

Far right: Major-General G. P. L. Weston, Director of Air/Land Warfare at the War Office (centre, in white coat), sits during the visit of a party of British officers on a battlefield tour of Crete to the site of the bloodiest battles of the Crete campaign of 1941. The officers, most of whom were from the 44th Independent Parachute Brigade (T.A.), were studying the tactics of the airborne invasion of the island by the Nazis and the resistance of the Allied forces

BRITISH OFFICERS TOUR OLD BATTLEFIELDS OF CRETE

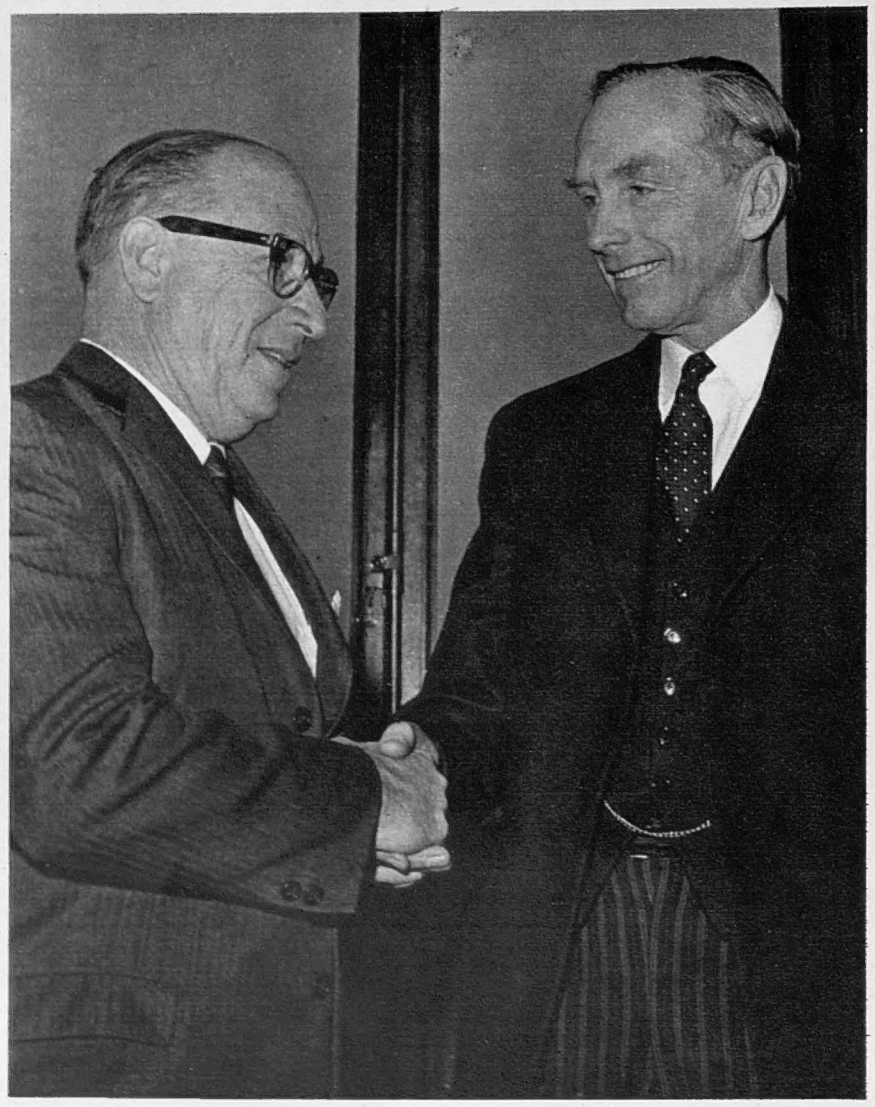
Below right: Mr. Kiwanuka, leader of the Democratic Party in Uganda. Last week he was sworn-in as the first Prime Minister of Uganda at a ceremony on the steps of the National Assembly in Kampala, at which Uganda received full internal self-government. Addressing the ceremony, Mr. Kiwanuka spoke of the struggle of colonial peoples for freedom, and his country's future difficulties, particularly the relationship of Uganda's hereditary kingdoms to the Central Government. In national elections which will be held soon, Mr. Kiwanuka is expected to have a tough fight following the defeat of his party by the pro-Kabaka party in last month's Lukiko elections in the powerful province of Buganda



UGANDA'S FIRST PRIME MINISTER

Far right: Russian infantry and tanks move through deep snow during manœuvres at an undisclosed training area near Moscow. According to the Soviet caption to the photograph, the manœuvres were to condition troops to fighting under nuclear attack. The photograph is one of a number released by the Soviet authorities in connection with the 44th anniversary of the Soviet Army and Navy last month

RUSSIAN TROOPS ON MANŒUVRES



At the Foreign Office in London, the President-Elect of Costa Rica, Señor Francisco Orlich, shakes hands with Lord Home, the Foreign Secretary

In Peru, the Duke of Edinburgh, on his visit to South America, drives through Lima

VISITS OF GOODWILL

The President-Elect of Costa Rica, Señor Francisco Orlich, and his wife spent a very busy two days in London last week, having arrived from New York. They then left for Paris to continue a tour of Europe to meet heads of State before Señor Orlich takes up office as President of Costa Rica, the most southern State of Central America. During his stay, the President-Elect and Señora de Orlich were received by the Queen at Buckingham Palace, attended a dinner in their honour given by Mr. Macmillan and Lady Dorothy, and went to a reception given by the Costa Rican Ambassador and Madame Alfaro Sotela. Another engagement was a luncheon party at Canning House, well known as the Latin-American centre in London. The luncheon was given by Viscount Davidson, President of the Hispanic Council, and Lady Davidson.

In South America, the Duke of Edinburgh left Bolivia last weekend for Chile. The remaining countries to be visited before the Duke ends his tour next month are Paraguay, Uruguay, Brazil and Argentina. Prince Philip travelled to Bolivia by means of an all-night boat trip across Lake Titicaca. He went on by train to La Paz, 11,900 ft. up in the Andes, and the second highest capital in the world. One of his engagements in Bolivia was a car drive through falling snow to the U.N. cosmic ray measuring station a further 6,000 ft. up in the mountains. The station is manned by British, U.S. and Japanese scientists.

At a luncheon at Canning House, given by the Hispanic Council, are Lord Rootes, Señora de Orlich, and Lord Davidson; and **right:** Señor Orlich, Lady Davidson and Lord Dundee

background is the Presidential Palace

In Bolivia, Prince Philip is shown ruins at Tihuanucu, near La Paz, by the Bolivian President, Señor Estenssoro

Prince Philip is welcomed at Trujillo airport, Peru.

Right: He shakes hands with the auxiliary Bishop of Quito, Monsignor Chiriboga, after visiting churches in the capital of Ecuador

JOHN CONNELL

A COOL LOOK AT CENTO

Close on seven years have passed since the Bagdad Treaty Organisation was formed, to the accompaniment of flourishes of gay Foreign Office publicity. Some expert in fatuous imagery described it as " an umbrella over the Middle East." I was then (as indeed I am now) critical of almost every aspect of the British Government's Middle East policy. When I had stopped laughing, I pounced on this silly and ill-omened metaphor. Pompous fellows took me aside, in Westminster's long, dim corridors, and rebuked me. I pointed out that it was a pretty useless umbrella that lacked both a handle and a stem.

" Handle, old boy? " they said and gave me a lack-lustre stare.

" Yes, handle. You took that away when you signed that ridiculous treaty with Nasser and scuttled out of Suez."

Distaste mingled with displeasure on more than one well-arranged countenance. " Why do you use such vulgar expressions, old chap? And then the stem, whatever do you mean, no stem? "

" The forbidden word, chum, that which the high priests of the Office think not, utter not: *Israel.* No Israel, you big boobies, no umbrella—it's as simple as that."

" Oh, the man's incorrigible," they said, and whiffled away to have a cosy chat with an Arab *chargé d'affaires.* I refrained from pursuit, and from insisting that several of the spokes were extremely unreliable. For three years, which include the Suez-Sinai episode, the political and diplomatic wings of the Establishment continued to chant their praises of the Bagdad Pact. Then one swift and slaughterous morning the King of Iraq, the former Regent and Nuri es Said, the Prime Minister, were brutally murdered; the British Embassy in Bagdad was burned down, a British officer shot, and all the most secret files of the Bagdad Pact Organisation fell into hostile hands.

With a haste which (depending on which way you thought) was either nauseating or pitiable, the regicide, revolutionary regime in Bagdad was recognised by Britain, and the tattered remnants of the Pact were reassembled, patched up, given temporary headquarters in Ankara and renamed CENTO, the Central Treaty Organisation. In addition to Britain the surviving members are Turkey, Persia and Pakistan. The purpose of the Organisation is defined as co-operation solely for mutual security and defence; yet any work of value that it has been able to perform has been in the fields of technical and economic development. In terms of defensive strategy it is still as empty and as futile a fantasy as it was seven years ago. I am still critical of it, but in political terms I concede that it has a certain forlorn and rather ironic value.

The Shah of Persia performs the opening ceremony of a sugar-beet factory near Shiraz in South Persia. The factory, one of the most modern in the world, was built and equipped by two British firms—John Brown Ltd. and A. F. Craig & Co., Ltd.

Under the pretence that it is a military, defensive arrangement, which deceives nobody—least of all the Russians against whose aggression it is supposed to be a " shield " (another nonsense-metaphor)—it is a precarious, yet comprehensible, political alliance. Anyone who has been a small boy or has taught small boys will recognise, under its supposedly adult phraseology, the familiar outlines of one of those basic associations of human life—three weak, dissimilar and scared children, who proclaim that they are all each other's " best friends," in face of the casual yet callous menace of a group or groups of bigger boys. In some odd, illogical fashion they give each other strength and courage; and their improbable association continues when other friendships falter.

Britain is, of course, militarily by far the strongest, but belongs to other groups. However, in the background is Britain's big, very strong cousin, the United States, who, unable openly to join the little band, is more and more interested in seeing that it does not collapse. Neither Britain nor the United States is within particularly easy or quick reach, if one of the weaker partners shouts for help. Open fisticuffs, or military, involvement, as apart from face-making, or politics, is almost bound to prove as difficult as costly.

The partner most likely to cry for help is, of course, Persia, to whose peril—and it is in sober truth a sharp peril—I drew attention on this page a week or two ago. Politically Persia is in better shape than for a long time past. The Amini Goverment is striving to effect a major transformation of the country, with basic agricultural and educational reforms taking a high priority in the programme; and though there is a great deadweight of opposition, from disgruntled landowners and many others, the Government has the backing of the Shah. This relative and welcome calm, achieved after January's outburst of student violence, it is obviously in the Western interest to preserve; it is as obviously in Russia's interests to disrupt it, by methods familiar to every country bordering on the Soviet Union. But Persia is a country with an exceptionally high tolerance of externally promoted subversion, and therefore of near-immunity from its worst effects achieved over years and years of infection. It is the hand of war to which Persia is most vulnerable. Its Army, consisting nominally of fourteen divisions (raised by two-year conscription), backed by a small tactical air force, is diplomatically described as " untried." I have heard one of Britain's highest politico-military authorities describe it far less equivocally and far more brutally.

Direct military attack—a course of action from which nowadays the Soviet Union refrains, if it can achieve its ends in any other way—is Persia's greatest danger, sharing as she does a 1,000-mile frontier with Russia. Adequately to deal with such a threat it—the West, which means the U.S.A., because Britain simply does not possess the forces to meet such a commitment—would require to put into Persia no fewer than four divisions, on the most conservative estimate. And the Soviet Union's present military dispositions have done nothing to reduce such a threat.

The preservation of CENTO as a political screen is therefore of considerable, if rather topsy-turvy importance; for although, under the quiet, efficient, Sandhurst-and-Aldershot paternal authority of Field-Marshal Ayub Khan, Pakistan has achieved a degree of internal political stability inconceivable seven years ago, Turkey, once the principal military pillar of the Organisation, is lurching unhappily from one political crisis to another. The most worrying element in Turkey's present political troubles is that they are unfamiliar. Kemal Ataturk saw to it that a generation grew up which did not experience the political convulsions, the intrigues, the sorrows, the bloodshed and the defeats which were the background of his own youth, in the moribund Ottoman Empire. Kemalist Turkey viewed, not without a certain sardonic amusement, the vicissitudes which befell the " liberated " Arabs between the two World Wars, and derived considerable satisfaction from having taken a different road. Any complacency that remained ought by now to have been dissipated by the turbulent happenings of the past two years.

A protest march by Army cadets was the beginning of the Army's *coup d'état* in May 1960, the grim climax of which was the execution of Mr. Menderes and his colleagues. Last month there was a similar movement of largely inarticulate, radical and embittered protest in the same quarter. This time the bulk of the Army backed the Government, under the leadership of Premier Inonu; though there was confusion for a time, and talk of members of the Government being in " protective custody," law and order prevailed. But there is strong evidence that the discontents in Turkey, even if they do not arise primarily within it, are involving certain sections of the Army more and more deeply in politics. That last month's *coup d'état* was unsuccessful is no guarantee that it will be the last attempt—or that another, better planned as well as more ambitious, might not succeed.

Four colonels, it seemed, were the ringleaders. They were not, last week, under arrest (or so it was announced) but they were held under temporary guard, in order that they could not become " the object of any breach of discipline " within the Ankara garrison. This lenient, cautious action, accompanied by the retirement of the Commander-in-Chief of the Turkish Land Forces and of twenty-one officers of field rank, and by the transfer of thirteen others to distant provinces, must be taken as showing that the Inonu Government know the strength of the internal challenge by which they are confronted.

The Bagdad Pact set-up was based—as I argued from the outset—on a profound misconception of the whole Middle Eastern situation. Its successor, CENTO, has been in some degree more realistic, both in its political assumptions and in the task which it has set itself. I do not recommend its dissolution—certainly not in the horrid circumstances of the end of the Bagdad Pact—but I think we must face the fact that it has grave, and perhaps growing, imperfections. It cannot be accepted, within the Western framework of defensive alliances, unless constant scrupulous critical attention is paid to it. One excellent reason for keeping it in being and improving it is, in my view, President Nasser's pathological dislike of it. Anything which he attacks in the terms applied to CENTO by his vast propaganda apparatus obviously has some merit —or so it seems to one who has studied both the President and his propaganda with diligence but distrust.

The £300,000 Australian 12-metre yacht *Gretel* heels over in the breeze during her first shakedown cruise in Sydney Harbour. *Gretel* is to challenge for the America's Cup later on in the year. She was officially named, at a ceremony last week, by Dame Pattie Menzies, the wife of the Australian Prime Minister. The yacht is called *Gretel* after the late Lady Packer, the wife of Sir Frank Packer, chairman of the syndicate sponsoring the challenger. The America's Cup has been held by the United States for 111 years. The last time it was contested was in 1958 when the British yacht *Sceptre* made an unsuccessful challenge

AUSTRALIAN CHALLENGER FOR THE AMERICA'S CUP

b

At the Royal Film Performance, the Queen talks to Russ Tamblyn, a star of the film *West Side Story*

Princess Margaret is talking to Yul Brynner, one of the number of film stars at the Royal Film Performance. Pictures of Yul Brynner's latest film, *Taras Bulba*, are on pp. 390, 391 and 410. Held last week at the Odeon, Leicester Square, London, the Royal Film Performance was the first attended by the Queen since 1957. Lord Snowdon and Lord Mountbatten were also in the Royal Box. The performance raised over £30,000 for the Cinematograph Trades Benevolent Fund

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

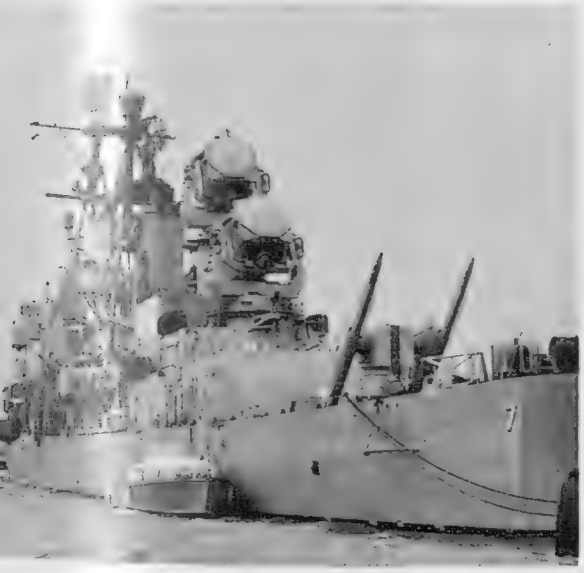
Members of a U.S. travel mission from North Carolina lay a wreath at the foot of the statue of Sir Walter Raleigh in Whitehall, London. Raleigh organised the sixteenth-century English expedition to Carolina

ROUND THE WORLD IN UMPTEEN DAYS. I forget now the number of days, first to last, occupied in Colonel Glenn's triumphant trial and fulfilment of his triple circuit of the earth in space. But the first " count-down " was weeks ago and that brass-bound and heroic astronaut seems never to have turned a hair. The human race may fairly glory in the possession of a few super-supermen and Science sing songs of triumph for its skills. People running or ambling the last lap of their life-span probably cannot assess very clearly the good to humanity which will come from these space flights. What Colonel Glenn did was not scientifically a record advance, but physically and spiritually it certainly was. So at least we are entitled to claim; for the American way of world-wide publicity from start to finish tells the world the whole story of failure and ultimate success, while the Russian belief in " deeds first and talk afterwards " does not reveal the initial delays, setbacks and failures. Space flight is an expensive business. Only two nations can afford the experiments. The rest watch the battle of giants, and I suppose there is a danger that some of the envious " have-nots " may dismiss the wonders achieved as a battle of face between two rivals who alone can afford so expensive a hobby. But the scientific results secured by the instruments in the thunder-box will be released to us all and we shall probably reject such uninformed criticism as unworthy, especially if the U.S. and U.S.S.R. can quickly agree to pool their knowledge for the good of humanity. *Homo sapiens* took *per ardua ad astra* as his motto and aim, even when he supposed that the earth was flat. He has been reaching up by small degrees ever since, and only began hurrying up fifty years ago. If the money holds out, he should reach his target in a year or two, and then can look around for new worlds to conquer. Those who keep their feet firmly planted on the earth, could still do with some of that money for restoration and redecoration of the old home.

NEVER JAM TODAY. Governments are accustomed at Budget time to promise to explore avenues to secure further, or some, or even drastic, cuts in public expenditure before the end of the *next* financial year. Unfortunately it has been impossible hitherto, and the Chancellor's song has changed. Everyone nowadays must expect an annual *increase* in Government spending and the only question is by how much. Mr. Lloyd's " contribution " to his pay pause was a guarded promise to restrict the inevitable increase to 2½ per cent. Alas! what with agriculture, supplementary estimates, defence and various demands and recessions, he has not been able to do it. The Government might have saved some chicken-feed by economising in the Health Services but, after careful Cabinet consideration, it did not seem politically expedient, or otherwise " worthwhile," to do that. *Politically* is the operative word. A general election is looming nearer. It is better that the Chancellor should stand in sackcloth for a broken promise than that votes should be risked. Chancellors are two-a-penny, lost votes are hard to replace. In the business of restricting our demands to 2½ per cent., we are all in it together from top to bottom. At any rate, most of us.

GREEN BELT OR GOLD COAST? The bungalow growth on the Hampshire coast reaches ever nearer to the perambulation of the New Forest. Not a week passes but one

On a wintry evening in London, the U.S. guided missile frigate *Luce*, of 4,770 tons, moors at Greenwich, the first port of call of her European tour



The twin Terrier missile launcher of the *Luce*

more developed residential estate is thrown open to occupation, and from Poole to Southampton the built-up area advances inland. And now, it seems, tall blocks of flats are to be superimposed on bungalow towns from Milford to Barton-on-Sea. Many of the inhabitants, who come from the North of England to settle on this Hampshire *côte d'or*, like it that way. It means plenty of company on the teeming beaches and perhaps a cut in rates, and there is always (?) the Forest for their wash-pot and litter-dump and for "nature study." And the supreme authority sees no reason to check the wen's growth. "Green belts" may receive lip-service, but have no power to restrict "spread." Development is all, amenity nothing. There is no hope from man, public or private. The only hope lies with the sea-god Neptune, who still fights for green of some shade. All along that ruined coastline he is stepping up his guerilla raids and by nibbling is smashing the esplanades and tumbling down the crazy villas on the soft cliff-face. If he continues for a few years with his abnormal gales, his advance inland may frighten the speculators. Sea-green is incorruptible. Other shades are not. Only a month ago Neptune nearly won back to sea-green several hundred acres of land "ripe for development" at Milford-on-Sea; and Barton is crumbling away.

"SWING, SWING TOGETHER." The Eton Boating Song can fairly claim to be the signature-tune of this year's affair at Putney, for the selectors have elected to "swear by the best of schools" with a vengeance. Of the sixteen men at the thwarts, nine are old Etonians and this fact must give pause to those who, on very imperfect evidence, criticise Eton as a breeding ground of softness and snobbery. For, still as of old, the training for the race is long and gruelling and the race itself very much a test of endurance and guts. Such a preponderance of Etonians in the crews has not been seen since last century—sixty-five and sixty-four years ago there were ten Etonians in both crews, but in those days there were far fewer rowing public schools with any claim to attention and fewer entries from the Dominions and the U.S.A. to the Universities. This year the English public schools, old and new, come back to their own, with thirteen out of sixteen of the choices; and with six Etonians wearing dark blue and three wearing light blue, an internecine struggle should, in the eyes of Etonians, end in a victory for Oxford with her six turncoats from light to dark blue. Time and tide, as usual, will decide the issue before Mortlake is reached on April 7. Whichever way it goes, *Floreat Etona!*

WHAT EVERY SCHOOLBOY KNOWS. According to a Midland schoolteacher, many fifteen-year-old boys "know nothing at all"—can't even recognise their own country by its shape on the map unless the word "England" is printed on the space. The Army authorities have more than once told us that quite a high proportion of their recruits had "never heard" of the founder of our religion. I hesitate to cry shame, and no doubt such sweeping assertions are exaggerated. I, myself, was, I suppose, expensively educated in Victorian and Edwardian days, for I reckon I cost my father, who had other sons to educate, at least £4,000 from schoolroom to Oxford stages (£15,000 plus in terms of our money?), and lately I have become appalled at my ignorance of history and geography—and inevitably of mathematics—and have taken steps to supplement such treasures of education as I expensively acquired. English history, for example: from the death of King Stephen to the accession of the Tudors, I found that all my life the interregna have been the dark ages for me. Let my contemporaries search their hearts before condemning me. How many of them, educated as I was, could supply the dates and the order of our kings between Stephen and Henry VII and their relationship the one to the other, without hesitation? The modern schoolboy cannot be said to "know nothing at all." I am prepared to believe that the money we spend on his education at school may reap an even poorer harvest than in our day, but he certainly knows a hell of a lot more than we knew of matters outside the syllabus; and, for better or worse, makes use of that knowledge, too.

THE OLD STAGER

The Cossacks under Taras Bulba, in their fight for freedom in the Ukrainė in the sixteenth century, skirmish with the defenders of the reconstructed Polish walled city, called Lubno

ENTERTAINMENT

TARAS BULBA

On location in Argentina

In their camp, the wild and fierce Cossacks find time to amuse themselves by tossing some of their number in blankets to the cheers and encouragement of the onlookers

Nicolai Gogol's novel, *Taras Bulba*, is the story of how the Cossacks, some of the most famous horsemen in history, gained their freedom from Polish oppression after bitter fighting and blood-thirsty intrigue. It makes a natural subject for a large-scale, spectacular epic. The producer, Harold Hecht, solved the problem of finding enough extras to represent the Cossacks by making the film in Argentina. Possibly nowhere else could he have found over 5,000 horsemen of such skill, for the gauchos, or cowboys, of the Argentine pampa are renowned for their horsemanship. The locations used were near Salta, 800 miles north west of Buenos Aires. Here the plains, covered in grass growing head high, and the rugged foot-hills of the snow-capped Andes nearly duplicate the Ukraine of four centuries ago. The gauchos were recruited from the great estancias for many miles around. Wearing the rough barbaric Cossack dress, and with their heads shaved to leave only a "warlock," they indulged their love of spectacular feats on horseback to the full. Directed by J. Lee Thompson, *Taras Bulba* promises some of the most exciting and realistic battle scenes ever filmed. Made at a cost of £2,500,000, the film, in colour and a wide-screen process, will eventually be released in Britain by United Artists.

(*Continued on page 410*)

THE VOICE OF THE COMMON

AUSTRALIA

Mr. Menzies' proposals for boosting the economy

The Australian economy is expected to receive a substantial boost from a series of far-reaching short- and long-term measures recently announced by the Australian Prime Minister, Mr. Menzies. The proposed measures were made public in Mr. Menzies' first major policy statement since his Government was returned to office with a narrow majority in the general elections in December. They followed a series of consultations between the Government and business and industrial interests. Among other things, the measures include a rebate in personal income tax, reduction in sales tax on domestic and commercial motor vehicles, increases in unemployment benefits and substantial aid to the states to stimulate employment. The estimated cost of the Government's proposals in the remaining months of the current financial year is between £A55,000,000 and £A60,000,000.

In making his announcement, Mr. Menzies said that Government policy had already significantly strengthened the base of the economy. There had been dramatic improvements in Australia's trade balances; and the country's overseas reserves, which had been running down a year earlier, were now sound. The internal price level had been brought to a remarkable stability and the loan market was buoyant. The Government was now in a position to take additional steps to stimulate employment and business activity. He said that the business problem was one of an uncertainty about the future that was limiting buying and production.

Some of the immediate measures proposed by the Government include: £A10,000,000 special grant to the States to ease unemployment—mainly by means of public works; allocation of an additional £A5,000,000, over the balance of the current financial year, for housing, mainly on the basis of meeting employment needs in the building and allied industries; a substantial increase in authorisation for this financial year for semi-Government and local government borrowing, with the aim of providing quick employment; a rebate of 5 per cent. in personal income tax for the income year 1961-62; a review of Commonwealth works (defence, post office and civil) to bring forward projects on which an early start could be made; immediate reduction of sales tax on motor-cars and station wagons, from 30 per cent. to 22½ per cent., and on commercial vehicles, motor-cycles and motor vehicle parts and accessories, from 16⅔ per cent. to 12½ per cent.

Mr. Menzies said that the longer-term measures to be announced did not cover the whole field of future action. For example, the Government was putting in hand a complete review of tariff policy and the functions of the Tariff Board. Rural industries, very vulnerable to costs, would be further encouraged to greater productivity. But in the meantime, to assist in a restoration of confidence and, therefore, employment, a number of significant decisions had been made. These included a proposal to introduce a system of investment allowances for manufacturing activities, at a rate of 20 per cent., the allowances to apply to new plant and equipment. Although the Government had no intention of reintroducing import licensing in its past form, some special and temporary measures might be justified in some industries, or sections of industries, where a recent unrestricted increase in the amount of imports had done real damage.

A night view of a section of British Petroleum's refinery at Kwinana, seventeen miles sout six-and-a-half months at a cost of about £A40,000,000, the refinery started operations in 195

GHANA

Opening of the Canadian Trade Fair in Accra

The Canadian Trade Fair, which opened in Accra last month, was the first trade exhibition of its kind to be held by the Canadian Government in West Africa. In a speech at the opening of the fair, Osagyefo Kwame Nkrumah, President of Ghana, emphasised the strong ties of friendship between Canada and Ghana, and his own admiration for Mr. Diefenbaker, the Canadian Prime Minister, whom he met for the first time at the meeting of Commonwealth Prime Ministers in London in 1957. The President also recalled his visit to Canada in 1958, when he spoke to the Canadian Senate and House of Commons on the generous assistance which Ghana had received from Canada in a number of economic, social and cultural fields.

" The Government of Canada," said the President, " has continued to make notable contributions to our economic development by providing expert advisers and training facilities under technical assistance schemes." The Government and people of Ghana were grateful for this assistance.

Trade and economic relations between the two countries remained very satisfactory. Canada was Ghana's chief supplier of wheat flour. Rice, milk and other dairy products were also obtained. Recently Ghana had reorganised her import control system to safeguard and improve her balance of payments position with the rest of the world. The President said that he was told that the effects of this reorganisation on trade with Canada had been negligible. He was confident therefore that the Trade Fair would strengthen both economic relations and ties of friendship.

" The Commonwealth to which we belong," said Dr. Nkrumah, " consists today of different races with different creeds, different forms of Government, cultures and back-

The Agent-General for Western Australia, Mr. E. K. Hoar, and Mrs. Hoar talk to Miss D. Ryan, Miss Western Australia, at a reception in London. Miss Ryan will be the official hostess at the Commonwealth Games in Perth next October

Lord Mountbatten receives on behalf of the Edwina Mountbatten Trust a cheque for £4,563 from Alhaji Abdulmaliki, the Nigerian High Commissioner, in London. The money was collected by appeal in all parts of Nigeria

WEALTH

Fremantle, in Western Australia. Built in twenty-
an now deal with 3,300,000 tons of crude oil annually

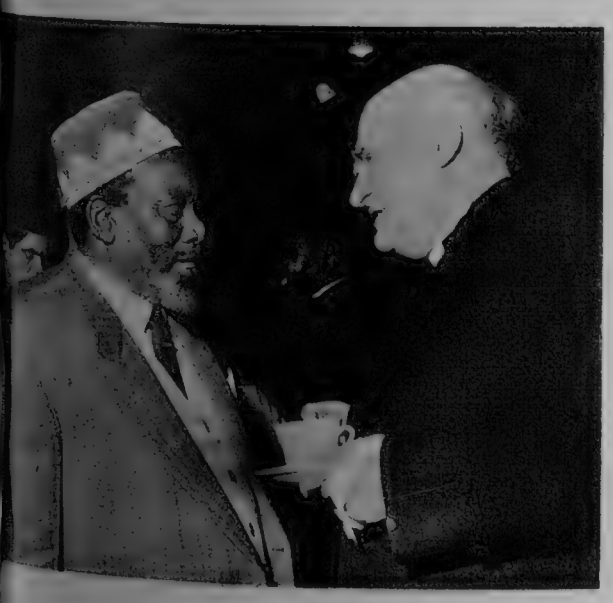
The Duke of Gloucester at the War Graves Cemetery near Nairobi, Kenya, with Mr. Watson, East Africa Superintendent of the Commonwealth War Graves Commission, of which the Duke is President. The Duke and Duchess were due back in Britain this week

ground. We regard the Commonwealth as an association of free and independent sovereign states, equal in all respects and bound together by the common desire to work for the good and well-being of its members." He then spoke of Ghana's forthcoming Seven-Year Plan, which Ghanaians were confident would stimulate and enhance their economy. However, as members of both the Commonwealth and the African community, they saw dangers in the prospect of the European Common Market. The President was glad that Canada, like Ghana, was alive to the serious issues involved.

" We must so plan our economies," he continued, " that we in Africa are not reduced perpetually to the role of producers of raw materials only. We cannot improve our standard of living by remaining as agricultural areas indefinitely, nor can we improve the skill and ingenuity of our peoples by keeping them solely as workers in rural areas."

The President then drew attention to the fact that a Canadian engineer, Mr. Dobson, had been recruited for the important job of Chief Executive of the Volta River Authority, the contracts for which had recently been completed.

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "



Dr. Ramsey, the Archbishop of Canterbury, his hand bandaged after a cider bottle broke when he was trying to open it, chats over tea with Mr. Jomo Kenyatta, President of the Kenya African National Union, at a Church Missionary Society reception in London for delegates from Kenya to the Kenya Constitutional Conference

BOOK REVIEW

Expanding greatness down under

" I am too frequently surprised at the ignorance of Australia which can be met in even educated people." So writes Mr. Menzies, the Prime Minister of Australia, in his preface to AUSTRALIA IN THE 1960's, by L. St. Clare Grondona (Anthony Blond. 35s.). Throughout his career as an author, which began in 1913, Mr. Grondona has sought to remedy this defect. Indeed, two of his previous books have been introduced by Prime Ministers—Baldwin of Britain and Bruce of Australia.

Australia in the 1960's is a survey of the continent comprising " a united people who appreciate the agreeable social setting and great wealth they enjoy while being conscious of their obligations as holders of a remote outpost of Western civilisation and of British ideals, culture and aspirations. . . ." As the author points out, the Australia pioneered by the early settlers was no land of promise. In many respects it lacked the basic necessities for living. Water or rainfall was often scarce; there were no native grains, edible seeds, nuts, fruits, vegetables or fibres worthy of the name. There were no hooved animals of any kind.

Seen in this perspective, the Australian achievement in a short space of time is tremendous. Mr. Grondona has divided his book into sections, each devoted to a particular subject, and in each we see what has happened, what is happening and what promising prospects there are for the future. In this manner are treated such matters as farming and stock raising, the development of industry and the gigantic power projects of which the Snowy Mountains hydro-electric undertaking is only one. The author is equally concerned with the human side, with, as he puts it, " the Australians as a people." He outlines their development in politics, law and education and in the various fields of the Arts. In the last, the extent of Australian prowess is far wider than may be generally recognised.

Mr. Grondona does not only give his readers the facts. He often propounds fascinating suggestions for the future, as, for instance, when he puts forward an idea for a North Australian Development Corporation, in which the U.K. should participate. It is with the future as much as the present and the past that he is concerned. " Australia," he concludes, " is a wonderful country. And her people—already great in their own rights [*sic*]—have the attributes which will make for expanding greatness." With this book to hand there can no longer be any excuse for remaining in ignorance about Australia.

C.D.

An artist's impression of the new fleet replenishment ship, of about 15,000 tons, being designed for the Royal Navy. She will have a helicopter platform to enable the transfer of light loads

AFLOAT SUPPORT

The Navy Estimates, published last week, continue the theme developed in *The Next Five Years*, the White Paper on Defence. This propounds the thesis that it is vital to concentrate small mobile forces wherever they are required. As far as the Navy is concerned, the estimated expenditure for 1962-63 is £422,273,000; the maximum strength will be 100,000 men; and there will be 140 ships in the operational fleet, thirty-seven on trials and training and seventy-one support ships and auxiliaries. Much of the emphasis is on mobility and combined operations. The second commando carrier, H.M.S. *Albion*, will commission this year and two new assault ships are on order. They will complement the naval striking power during the next decades of aircraft carriers and nuclear submarines. The vital factor behind the concept of mobile strategy is the Fleet Train, or Afloat Support, the term used to describe ships which supply the Fleet at sea and provide it with mobile repair and maintenance services.

The new fleet replenishment ship, illustrated above, comes into this category. She is a front line support ship of the Royal Fleet Auxiliary, designed to transfer fuel, ammunition, and stores to the fighting ships, while under way, so that the force can be independent of shore facilities for long periods. The Navy has nine ships equipped to supply stores at sea. They include the *Retainer* and *Resurgent*, each of 9,400 tons, and the air/victualling stores support ship *Reliant*. There are twelve replenishment tankers which supply fuel at sea. Two new tankers are being built, equipped with helicopters, and two more fast ships of this kind are planned.

A Seacat guided missile, in its casing, is loaded on to its launcher on the destroyer, H.M.S. *Corunna*

Another feature will be the lifts installed to move the wide variety of armaments and stores

Practice firing by one of H.M.S. *Loch Ruthven's* 4-in. guns in the frigate's working-up exercises off Portland before leaving for the Persian Gulf

An artist's impression of the assault landing ship ordered under last year's Navy Estimates. A second has been ordered this year. They will carry helicopters and tank and assault landing craft

BRIAN VESEY-FITZGERALD

FRANK BUCKLAND, INDIVIDUALIST

An invitation to a meeting of the Buckland Club, a famous midland dining club, of which I am an honorary member, has served to remind me that I do not have the time to do half the things I ought to do and want to do. I have attended only one dinner of the Buckland Club, and that was the one for which I selected the menu and which brought me honorary membership. I would like, and feel that I ought, to attend every dinner. But I do not live in the midlands; and there never seems to be time to make the journey. But at least these invitations do remind me of Frank Buckland, and of my own inadequacy.

For Frank Buckland, who was a fantastically busy man, always found the time to do everything he wished to do. Time was his servant: it is our master. Of course, one may say that he lived in a more leisurely age. In his day people did not rush hither and thither, as busy as ants and far less effective. In his day there was not so much noise, there were not so many distractions. True enough. But the day was the same length then as now, and it took much longer to get from place to place. There was no more time then; there was less actual time, for everything moved so much more slowly. The difference lies not in time, but in man: not in time, but in character.

Francis Trevelyan Buckland was born on December 17, 1826. He died on December 19, 1880. Fifty-four years is not a long life. But in that comparatively short span he did so many things so superlatively well, and with such enthusiasm, that he made himself a much-loved national figure. From his earliest childhood he had a passion for animals and a taste for gastronomic experiment. At Winchester he roasted fieldmice and hedgehogs: at Oxford he kept snakes, monkeys, a bear and an eagle, all of which escaped from time to time, and discovered " snake steak." But his was essentially a serious, even devout, nature. From Oxford he went to St. George's Hospital, and at this time he wrote in his journal: " My object in studying medicine (and may God prosper it) is not to gain a name, money and high practice, but to do good to my fellow creatures and to assist them in the hour of need." He was soon to gain a name. He became one of the most efficient and popular of London doctors, just because he treated all men alike and was prepared to work right round the clock. Yet he still found time to keep a veritable menagerie, to care for sick animals, and to perform post-mortems for the London Zoo.

At the age of thirty-seven he gave up the practice of medicine, married and devoted his attention to animals and particularly to fish. He settled at 37, Albany Street, Regent's Park, a house that was soon to become one of the most famous in London. Not surprisingly: his pets included a leopard, a bear, and an army of monkeys; his visitors giants, dwarfs, two-headed girls, hairy women, savage chieftains; while his basement and the third floor front were devoted to the dissection and casting of a large number of animals, which did not always arrive in the best of conditions. Here is a charming picture, taken from his *Natural History of British Fishes*, of a giant angler-fish at No. 37:

> Not liking to lose the preparation altogether, I sent for the pepper-box and gave his throat a good peppering. I then sent for a sack of sawdust and began to fill him with sawdust, using a broom-handle as a ramrod. I had just finished charging his stomach, when my operations were suddenly put a stop to. The large fish was in fact rather stinking, and I had buried my friend all the previous night in the coal in order to avoid detection, and I had chosen Mrs. Buckland's usual morning shopping time to charge him with sawdust. Unfortunately, I had miscalculated the time. It appears that she had not gone out, and that the savoury odour had ascended to the bedroom window. She, therefore, descended upon me and John with outstretched pinions and raised crest. It was too late to bolt . . .

There was often a savoury odour in Albany Street. We are told that when the dog-cart from the Zoo or the parcel-delivery van arrived at No. 37 the neighbours closed their windows and stayed indoors. Nowadays, they would call the police.

In 1867, Buckland was appointed First Inspector of Salmon Fisheries and three years later Special Commissioner of Salmon Fisheries in Scotland. He can be called Father of our modern fisheries. Now he became busier than ever. He toured the whole country, examining at first hand freshwater, longshore and deep-sea fisheries. He served on three Commissions and soon became recognised as *the* authority all over the world and his advice on fish culture and preservation was sought by governments all over Europe, in America and in New Zealand. He wrote many government publications, the great *Natural History of British Fishes* (which was completed only two days before his death), and a long series of popular natural history essays, the *Curiosities of Natural History*, which were " best-sellers " in their day and which, since they are scarcely " mannered " at all, make delightful reading even today. He lectured all over the country and always to packed halls, for he was an easy and humorous speaker. And still he found time to keep innumerable pets, to help in the founding of the Brighton Aquarium, to found *Land and Water* (a light-hearted rival to *The Field*) and to conduct gastronomic experiments.

Buckland would eat absolutely anything, any sort of meat that the Zoo offered, regardless of the cause of death, and some of his dinners (the " gee-gee dinner," for example) are famous, though I fancy that the Buckland Club, formed to commemorate him, has not quite the same pioneering zeal. And he died at fifty-four!

It is intriguing to wonder if he could have done all this had he been born in this century. He was an altogether exceptional man, but I think the answer must be that he could not. True, he was born into conditions very similar to those which we know only too well. England was recovering from a long period of war, experiencing (as we are) many grave internal problems. It was an age of revolution, of great unrest, of creation. It was, also, the age of great individualists: Palmerston, Gladstone, Disraeli; Dickens and Trollope; Michael Faraday, Richard Owen, Charles Darwin, A. R. Wallace, T. H. Huxley. Frank Buckland, above all an individualist, was conditioned by the atmosphere of his time.

That atmosphere no longer exists. Buckland lived in the age of balloon ascents, just as we live in the age of the first spacemen. The difference is not between the balloon and the rocket: it is the difference between individualism and anonymity. We applaud and admire Gagarin, Titov, Glenn: very brave men, but in the context of their time no braver than the first balloonists. And we forget that their achievements could not have been, but for the devoted work of huge teams of anonymous specialists. We know Gagarin, Titov, Glenn, but not one of us could name the inventors of the rockets which put them into space. There is no single inventor. We live in the age of the anonymous; the age of the team, not the individual.

A fifteenth-century thatched farmhouse from Denbighshire and an eighteenth-century cottage from Caernarvon, seen after having been moved piece by piece to be rebuilt at the Welsh Folk Museum at St. Fagan's, near Cardiff

A FARMING COLLEGE IN KENYA

A field class at Egerton Agricultural College studies a crop of bearded wheat. In the next field is a crop of maize

Students receive instruction in tractor driving

A crop of oats and vetch is harvested for silage

Egerton Agricultural College, in the heart of the high altitude farming area of the Kenya Highlands, recently acquired a new look. Formerly a college exclusively for Europeans, last October it opened its doors to students of all races. It was founded in 1939 by Lord Egerton, who gave 800 acres of freehold land above Njoro in the Rift Valley Province for the college. When he died in 1958 he left a further 2,900 acres and a bequest of money. During the Second World War the college was used as an extension of the Prince of Wales School, whose pupils were evacuated from Nairobi. In March 1946 it reverted to its original purpose as a Government Agricultural School. The earliest courses were of one year, but a two-year diploma course was introduced in 1949. A diploma course in animal husbandry was introduced last October.

The modern college buildings contain workshops, laboratories, a lecture theatre and assembly hall. Crops include maize, wheat and pyrethrum, and the college has among its animals ninety head of Frieslands, thirty Guernseys, forty head of Corriedale sheep and a pure-bred ram, as well as various pigs and poultry. Of the twenty-nine African students twenty-three come from Kenya, five are Tanganyika Government nominees and one comes from Uganda. All thirteen Asians are Kenyans. There are five Europeans on the course, including an Italian from Somalia. Planned for the future by Mr. Barrett, the Principal, are a new diploma course in dairying, a diploma course in rural economics for women, and a seven-month practical course for school leavers before beginning the diploma course.

A group of first-year students are instructed in sheep dosing and foot trimming

Mr. Gamble (centre), the Field Manager, with a field class near the Mau Forest

TRAVEL

OUT-OF-THE-WAY IN SWITZERLAND

By **GORDON COOPER**

Although Switzerland covers only half the area of Scotland and is famed world-wide for holidays, it has some lovely regions that are little known in Britain. The British traveller has displayed a tendency to conservatism in his choice of holiday resorts there; and travel agents have quite understandably catered for this demand. I suggest, however, that there may well be some readers who would like to venture away from the well-beaten track, and for such persons I offer my own special selections. Naturally, I have taken into account that suitable accommodation is available in the places I name.

In Northern Switzerland, to the east of Basle and lying beside the Rhine, is the spa of Rheinfelden. The medieval walls and buildings provide a pleasant environment, while there is the usual range of entertainments. Fine walks can be enjoyed in the nearby forests. Scinznach-Bad, west of Zürich, is another attractive spa. Located in an extensive natural park, this resort has a social tradition, and its buildings have considerable dignity, a quality which also pervades its gardens. The broad River Aar brings coolness, while the town is a good centre for interesting excursions.

North-East Switzerland is a part of the country of which I am very fond. St. Gallen, the largest town, is a most civilised place and a good base for excursions, including one to Lake Constance. Two recommended holiday spots are Steckborn (Hotel Glarisegg is excellent) and Stein-am-Rhein (Hotel Rheinfels rec.), perhaps the loveliest medieval town in Switzerland. Both places lie beside the Upper Rhine. In this corner of the country there is the long valley of Toggenburg. Opportunities exist for walking, fishing and bathing; there are mountain lakes and rivers and the summer climate is ideal. The area is well known, too, for the excellence of its cuisine. Wildhaus is the largest of the Toggenburg resorts, while smaller villages are Unterwasser and Neu St. Johann, both recommended for a quiet and restful holiday.

At the other side of Switzerland—the north-west—there is Murten, one of the best-preserved wall towns in Europe. Facing onto the nearby lake is an idyllic hotel, Le Vieux Manoir, said to offer the best cuisine in Switzerland. Farther west is Neuchâtel, a good base from which to explore the Swiss Jura Mountains, while the town itself, lying beside its lake, is very pleasing. The landscape in the Juras is often rather bare and windswept, but there are forests of dark pines, while torrents splash noisily through rocky ravines. It is a good district for the walker and also for horseriding—Saignelégier offers good facilities for the latter. Porrentruy, St. Ursanne and Delémont are other pleasant towns in which to stay.

The Canton of the Grisons encompasses the lovely Engadine and the Swiss National Park. The area contains such a diversity of geographic and climatic possibilities that the description of the Grisons as " Switzerland in miniature " is a very appropriate one. I feel sure no visitor will be disappointed by its beauties. Three selected off-the-beaten-track places are Tschiertschen, a pleasant village surrounded by flowered meadows and larch and pine woods with magnificent views of the Rhaetian Alps; Samnaun, a remote village near the Austro-Swiss border at the eastern end of the Engadine valley. It is surrounded by mountains and woods; and it has also the odd advantage of duty-free prices for tobacco and drinks; Schanfs, a charming village situated on the banks of the River Inn, eleven miles from St. Moritz. It is a sunny spot and is very close to the Swiss National Park where delightful walks in unspoiled natural surroundings can be made.

The Valais area is distinctive in Switzerland not only by virtue of the hardy and individual character of its inhabitants but also because of the nature of the scenery. The deep furrow cut by the Rhône right across the south-western Swiss Alps has resulted in the creation of many side-valleys above which tower the mountains. The scenery is unsurpassed and with its renowned tradition of hospitality and excellent hotels—many of them being family-run—this sunny area is ideal for most types of holidaymakers.

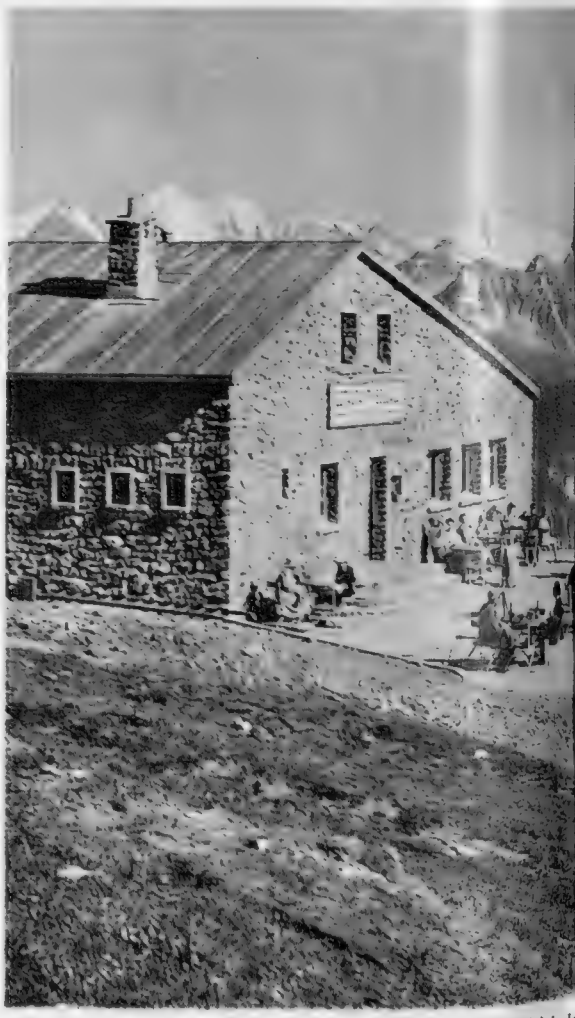
Among the larger resorts are Crans (excellent for golfers) and Saas-Fee, while I cannot omit mention of Zermatt, with its constant thrill of looking up at the Matterhorn, surely the most impressive of all European mountains. Among the smaller places, there are many which are satisfying. Take Evolène, for instance, in the beautiful Val d'Hérens; it is an unspoiled mountain village where national costumes are still worn daily by the women. The district abounds in fine walks and climbing possibilities, while the Hôtel Hermitage is a recommendation.

At the farthermost end of another valley, the Val d'Anniviers, there is Zinal, which is surrounded by green meadows with the Zinal Glacier beyond. The family-run Hôtel des Diablons is to be strongly recommended; I often dream of returning there one day—for a real rest. But I also have a fancy for Iserables, an eagle's eyrie not far from Sion. The only practical means of approach is by an aerial cable-car. The villagers are quite different from any other community in the Valais, and it is claimed that they are the descendants of the Saracenic hordes who, after the Battle of Poitiers, late in the ninth century, overran some of the high Alpine valleys. There is a pleasant inn (Auberge du Mont Gelé) here with balconied bedrooms and superb views.

At the western end of the Valais, Finhaut, the highest village in the Trient valley, is surrounded by larch and pine woods. It has a sunny situation and is restful and quiet. Then, at the other side of this part of Switzerland, north of the railway between Brigue and Gletsch, there is that wonderful escapist spot: Riederalp (over 6,000 ft. altitude). It lies on a high plateau commanding a wide view of the Alps and overlooks the famous Aletsch glacier. There is bathing in the Blaussee, and there are exceptionally fine woods around the tiny village. It offers a selection of exhilarating walks and the climate is healthy and restful.

Finally, should you go to Switzerland be sure you obtain through your travel agent a Swiss Holiday Ticket, for it enables you to make five round-trip excursions at greatly reduced prices. For further information apply to the Swiss National Tourist Office, 458, Strand, W.C.2.

The Swiss mountain village of Evolène in the Val d'Hérens, a



Refreshments on the terrace of the Restaurant Bellalui, I

t of many fine walks

which is a good resort for golfers

NEW LOW TRANSATLANTIC FARES FOR SPECIAL GROUPS

Airlines have recently announced new low group fares across the Atlantic which will now apply to a party of twenty-five or more economy-class passengers. It will now be possible to travel between London and New York by jet-prop for £99 6s. return and between London and Montreal by similar plane for £91 16s. return. However, it should be understood that strict regulations govern the application of such fares, and that they can only be enjoyed by what is described as an " affinity group " or a " spontaneous group."

An " affinity group " can only be arranged by societies, associations, trade organisations and business houses, and members of the group must have been members of the organisation for at least six months prior to travel. The secretary or official delegated as organiser is responsible for making a written application to a travel agent or to an International Airlines Transport Association airline direct, at least thirty days before the beginning of travel, which is the same limiting period for payment to be made by agents, and for the issuing of tickets. Such an organiser of an " affinity group " can persuade members to participate by personal letters, circulars, and telephone calls, or by advertisements in house journals belonging to that organisation. No solicitation from outside the organisation is allowed and if it takes place it would invalidate the application.

" Spontaneous groups " are hedged in by even stricter regulations. These can be defined as unaffiliated and unorganised bodies of people who choose to make a journey together from a common desire, and who have not been personally solicited in any way whatsoever by any organisation, agent, or airline. The test of validity depends on how such a group have come together.

It would seem difficult for a spontaneous group to get together for such a journey unless there was an organiser of some kind, which would not be allowed under the strict I.A.T.A. ruling. The object is to prevent any agent or airline, or individual, collecting a group together with the object of avoiding the payment of the full fare. It seems to me that the I.A.T.A. in an endeavour to avoid abuse, has successfully eliminated any possibility of a non-affiliated group taking advantage of the new fare. It is quite beyond the bounds of practicability to imagine twenty-five people suddenly deciding, without inspiration from someone, to cross the Atlantic as a body.

Therefore spontaneous groups can probably be ruled out as possibilities, and we are left with " affinity groups," who must belong to a club or a company. There is little doubt, however, that if such party visits are contemplated, a comparison would be made with the cost of chartering a plane if the numbers warranted a full pay-load. In such circumstances the group fares could be halved. One organisation has already advertised to its members and various branches a trip to the United States for a fare of £45 return.

It would thus appear that the annual amount of space devoted to publicising these new group fares is not warranted by their extremely limited scope of application. If, indeed, the air companies wish to fill the million or so empty seats which remained vacant last year it would have been better for them to have devised an individual tour-basing fare which could be operated in conjunction with hotel accommodation by travel agents to the advantage of all. Such tour-basing fares eliminate business travel but encourage the development of pleasure travel, that untapped potential which must in the end help the airlines to run their services profitably.

W. D. C. C.

BOOKS

THE EMPRESS JOSEPHINE

A new study of Napoleon's first wife; from Mormonism to apartheid; and this week's tally of fiction

More books, it seems, have been written about Napoleon than about any other human figure in history. Quite a few, by the same token, have been written about his first wife, Josephine, and these have varied in approach from the solemn to the near-salacious. Now, Mr. Hubert Cole has written a long and measured biography of this beautiful woman whose beginnings were modest, rather than humble, and who came from Martinique to France to wed young Beauharnais and later to become the love of Napoleon's life and his empress. JOSEPHINE (Heinemann. 30s.) is a sober and quite absorbing study of a woman's life and fate. It is neither for sensation-mongers nor for those who prefer their view of history rosily obscured, but a balanced and scholarly study of a woman whose spontaneous nature made her something more than a pawn.

Brigham Young, founder of the Mormon sect and more than a theoretical believer in polygamy, had already married twenty-six wives when he met Ann Eliza Webb and made her his twenty-seventh. She was an actress who had been through a divorce case and she was not only Brigham Young's last wife but, on her own initiative, the cause of a scandal which rocked the Mormon Church to its foundations, struck a lethal and final blow at polygamy in the United States and put the prophet of Mormonism into prison. THE TWENTY-SEVENTH WIFE (Barker. 25s.) is Mr. Irving Wallace's long but far from tedious account of the matter and is, in fact, a colourful history of the beginnings of Mormonism in Utah, complete with brief histories of all the widow ladies who survived their powerful husband, nine of them holding amicable yearly reunions.

THE FROG POND (W. H. Allen. 21s.) is the autobiography of a woman who writes as Joyce McIver since the facts of her life story are too painful for personal publicity. The events she describes cover seven years of her life and the book, as she has put it together, refers less to single personalities than to composite types whom she has observed during her highly-emotional search for peace of mind. The search, baldly put, was one which involved her with successive lovers and successive analysts and one has the feeling that writing about it might also have been recommended as some sort of therapeutic exercise.

WHITE MAN'S GOD (Hodder and Stoughton. 21s.) is the work of that distinguished journalist, Miss Rhona Churchill, who has, among other activities, been a front-line war correspondent. Here she examines the effects of South Africa's *apartheid* policy, with especial reference to those educated Africans who have renounced tribalism and paganism to find themselves, in the present day, frustrated if not worse. Her findings are personal, well observed and clearly presented and that, after all, is one of the essences of good reporting.

CLAUDINE AND ANNIE (Secker and Warburg. 15s.) is a very old novel with which to begin the list; it was first published in France nearly sixty years ago. And yet, since it is a novel of Colette's, this translation by Miss Antonia White of *Claudine s'en va* brings us something of the wit and enchantment of that great writer. This, as all Colette addicts will know, was by no means one of her finest novels. It dates from a period when the young Colette was still emerging from the influence of her first husband, the redoubtable M. Willy, but since everything from her pen is of value this little volume finds its own place in the wonderful collection.

Mr. Leo Vaughan, a young Canadian who has been educated in America, travelled in Spain, London and Persia and had a number of employments, is responsible for an enjoyable novel about a foot-loose, agreeable hero whose small talent is teaching English to foreigners. This aptitude lands him in a small Persian principality and, even less predictably, involves him in a number of intrigues, both sentimental and political. THE JOKEMAN (Eyre and Spottiswoode. 18s.) is amusing, civilised and, unlike its principal character, objective in its view.

DEVIL WATER (Hodder and Stoughton. 21s.), Miss Anya Seton's impressive new book, is, as she explains, a biographical novel and deals with the lives of a noble English family in the eighteenth century; a family, moreover, who suffered for their support of the Jacobite cause and whose drama was played out in the Border country and in Northumberland. A young daughter of the house pursued her private history as far as Virginia and it is there that this exceptionally well-documented and well-written saga ends. A wholly satisfactory historical romance.

Miss Catherine Gaskin's mid-Victorian story of Australia in all the vitality and crudeness of its gold rush days has great gusto and more than a touch of forthright sentimentality, as its title, I KNOW MY LOVE (Collins. 18s.), might indicate. The Irish-born author

Elizabeth Jenkins is one of the most perceptive of historical novelists. Her latest book, *Elizabeth and Leicester*, published by Gollancz at 21s., has been selling extremely well. A study of the relationship between Elizabeth I and the Earl of Leicester, it should rival in popularity her earlier book *Elizabeth the Great*. In the issue of *The Sphere* of February 10, it was stated incorrectly that Elizabeth Jenkins was the authoress of *Light in the Piazza*. This was written by Elizabeth Spencer

MAKERS OF BRITAIN

The first three of a new Batsford series

William Pitt, second son of William Pitt, Earl of Chatham, was born in 1759 in the pinnacle year of his father's glory. Twenty-six years later he was dead, his last energies spent in public service. John W. Derry has sought to make a balanced assessment of this great statesman in one of the first volumes in the new "Makers of Britain" series. WILLIAM PITT is a short biography, amounting to little more than 150 pages, but it steers a sure course between the excessive hero worship and denigration of earlier biographers. The author recognises that Pitt remains an enigma, a man revered but not loved, a defender of European liberties, but not exactly a protagonist of social reform; a man at once cool, aloof and sarcastic, but capable of affability and charm; a statesman whose real passion was for his work, and to that, and for that, he gave his life. This is a well-balanced and scholarly work, a tribute to the author's insight and research.

Also in the new series is Oliver Warner's WILLIAM WILBERFORCE. This is an appropriate companion volume to Mr. Derry's; for Pitt, the intellectual, and Wilberforce, the volatile, laughter-loving, socially-at-ease reformer, were personal friends while still in their teens and up-and-coming stars together in the House of Commons. When Pitt soared like a meteor, becoming Prime Minister at the age of twenty-four, Wilberforce pursued a steadier course but with brilliancy and persistence, advocating the abolition of the slave trade. It was not until 1833, when Wilberforce was in his last illness, that slavery itself was abolished in British possessions. Wilberforce was the perfect example of the cross-bench politician. He never sought office; if he had he could not have done what he did.

The third volume in the new series is M. J. C. Hodgart's SAMUEL JOHNSON AND HIS TIMES. Johnson was a key figure in his period, not so much for what he did, but for the man he was, the dominant literary personality of the eighteenth century. The author paints an intensely human picture of a man who never turned his back upon the richness of life, and who is surely fully worthy of being regarded in his own particular way as one of the "Makers of Britain." All three volumes in the series are published by Batsford and priced at 16s.

Max Karo has been in and about the City of London for sixty-five years or more, and he is probably the Stock Exchange's best-known character, but not only by reason of his yearly appearance on the floor of the Exchange in a boater which on every occasion is torn to bits by his exuberant colleagues or by reason of his luring Sabrina to meet the jobbers and brokers. In CITY MILESTONES AND MEMORIES (Weidenfeld and Nicolson. 18s.) he has written a cheerful, bouncing autobiography with anecdotes grave and gay, and not a few of them directed against the planners and the bureaucrats whom it is his delight to expose whenever opportunity seems to offer. When Mr. Karo founded the Stock Exchange Cadet Company he rendered a most valuable service to the community, and his brief account of its work forms an interesting section of the book.

Students of international affairs willl find much to absorb them in Evan Luard's BRITAIN AND CHINA (Chatto and Windus. 25s.), the first volume in a new series examining Britain's changed position in the post-war world. The author stresses our long and honourable tradition in promoting knowledge and understanding between China and Europe. The book is closely reasoned and based upon deep knowledge of Britain's earlier trading relations with imperial China. Sir John Slessor's WHAT PRICE COEXISTENCE (Cassell. 21s.) has forcefulness and importance. Its hard-hitting author states his policy for the Western Alliance; but this policy seems only too clearly to pin-point "the enemy" and to reveal a mind completely and irrevocably made up about the occupants of the Kremlin.

Birger Lövgren is a gay and courageous traveller. He records his impressions of a trip from New York to Tierra del Fuego in his book AMONG JUNGLE INDIANS (Michael Joseph. 25s.). Part of the journey was made by motor-cycle, but by no means all of it. The author's neat, staccato style gives pace to a narrative in which he is never content to stay in one place for long.

Richard Edmonds

spent her childhood in Australia and now lives in the United States; facts which are relevant in analysing the quality of this book, with its emphasis on emotional reaction, its well-drawn background and its crisp phrasing.

THE GIFT OF ROME (Heinemann. 16s.) is, in a way, a curiosity for John and Esther Wagner have written the story of a lawsuit in 66 B.C. when none other than Cicero was counsel for the defence. The authors have re-created the social and intellectual atmosphere of Rome in those times successfully enough to conceal the vast amount of research which they must have done and to give their story a certain easy flow and grace.

Confidence tricksters, more matily referred to as "con men," are not often the target of detective story writers, so that one is all the more grateful to Mr. Donald MacKenzie for the comparative originality of THE GENIAL STRANGER (Crime Club. 12s. 6d.), a readable and uncomfortably convincing tale of two such professionals at work in London, Paris and Zurich. **Vernon Fane**

KUBLA KHAN IN WILTSHIRE

I doubt if any sixth-form boy today could write "three lines" about William Beckford, or boys of the Victorian age remember more than that he was a rich eccentric of the Gothic revival who wrote *Vathek* and built a Kubla Khan pleasure dome in Wiltshire. He has been "much exposed to authors," and since the material facts and dates of his wanderings are not in doubt, Mr. Boyd Alexander, in his ENGLAND'S WEALTHIEST SON (Centaur Press. 35s.), has chosen a study of his character which is infinitely more obscure. With all the Hamilton papers to his hand, he has made a remarkably exciting and meticulously documented stab at it, and corrected many a vulgar belief. Beckford was never the Croesus which the world and Byron painted him, and did not squander millions in futility. His West Indian revenues suffered economic declines and he was cheated, but he spent his money shrewdly on art and literary treasures, and Fonthill in his time was hailed as a masterpiece. He had much in common with Byron, who admired him—that Byronic sense of fate, ostracism and banishment in youth for a nameless crime (justified only in Byron's case), the same attraction to the lore and romance of the Middle East, the same homosexual tendencies, the same love-hate for the land that rejected him. But, compared with poor Beckford, Byron possessed a realism, robustness and even common sense which Beckford only began to reveal when he sold up Fonthill and lived out his long life in Bath.

Fate hit him much harder than it hit Byron. It was the poison-pen of a future Lord Chancellor which hounded him out of society on evidence which would not hang a dog. There is no justification for assuming that his relations with young Courtnay were criminal, even as the law stood before 1885, or more than the romantic "pashes" which one in five of Edwardian schoolboys would own up to today without shame. But Beckford could not save himself by his exertions, and the qualities he had and used are only now acknowledged. He was extraordinarily erudite in literature and art, a master-planner of landscape gardening, a generous and well-loved landlord. The bad blood of generations of West Indian tycoons, obliquely, and his extraordinary father, the alderman, with his string of bastards and his crippling settlements, directly, "dreed his weird." That father was perhaps more deserving of a final, definitive study than the son. His moral courage and combative radicalism earned the life-long admiration of Chatham and he remains unchallenged as one of the most remarkable personalities in the politics of his day; but his son, poor Vathek, provides sensation enough. I wish the author of *Tom Brown's Schooldays* could review Mr. Alexander's book!

John Gore

Alan Baker (Bob Monkhouse) and Connie Dayton (Nyree Dawn Porter) in a scene from the new American comedy

Connie wins a smile from Alan's father (David Kossoff)

COME BLOW YOUR HORN

at the Prince of Wales Theatre

One of the surest fields for modern comedy in recent years has been that of the urban American Jewish family, with its opportunities for the wry wise-crack, folksy traditions and over-emotional gestures. The latest in the genre, *Come Blow Your Horn*, which arrived in London last week, has been running over a year on Broadway. It is a smoothly carpentered and brightly written light comedy by Neil Simon which gives many opportunities for its cast. The story has two strands. One is how two sons, Alan and Buddy, break away from their heavy-handed father and his business, as the largest wax fruit business in the U.S. The elder son has, by the time the play opens, established himself in a bachelor apartment and is busily sowing his wild oats as fast as he can. He is joined by his younger brother, who, despite the ire of the father and the solicitous love of his mother, does not return to the fold. Here the second strand of the play is entwined. The younger emulates his brother too well and in face of this youthful exuberance the elder begins to feel his age—over thirty. How all is resolved makes an entertaining evening.

AN EVENING WITH YVES MONTAND

at the Saville Theatre

Perhaps the most successful of post-war French actor-singers, Yves Montand (left) started a limited season last week in his artfully-designed one-man show. For the whole evening he is alone on the stage, in front of a gauze partially concealing the small French band that accompanies him. In a programme of twenty songs, he relies on his superbly controlled, slightly nasal baritone, his expressive, vibrant face and body, and a little badly-fractured English. He is most successful in that French tradition of the pointed, bitter-sweet cabaret song, put over to the audience with a full projection of personality. Already hugely popular as a singer and a film actor, Montand is likely to become even more so, judging by the reactions of the first-night audience.

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

S. R. Hogg

A chartered accountant, Mr. Hogg is chairman of a number of companies, including Williams and Williams Limited, Associated British Engineering Limited, Canadian and English Stores Limited, Wm. Butler and Co. (Bristol) Limited, and Dwa Plantations Limited. Half-jokingly he is known as the "company doctor." Asked about this he deprecatingly claims he is a "quack." Born in August 1889, at Chelmorton, near Buxton, in Derbyshire, Samuel Rolleston Hogg was educated at Dame Alice Owen's School, in Islington, London. He served in the First World War in the London Rifle Brigade, and the Royal Fusiliers and on the General Staff, spending the war years almost entirely in France. He was awarded the D.S.O., and the M.C. Outside his business commitments, Mr. Hogg's public service includes the chairmanship of the Parliamentary and Law Committee of the London Chamber of Commerce. He has for many years been keenly interested in animal welfare, particularly in measures to secure the preservation of wild life, and has been a long-serving member on the Council of the Royal Society for the Prevention of Cruelty to Animals. Married, with one daughter, Mr. Hogg lives in Kensington, London

OBTAINING A DEFENCE CONTRACT

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

How does a business firm get a defence contract? Sometimes, to judge from the highly-charged stories that make the headlines during some period of controversy over which of two alternative types of aeroplane, for example, the services are likely to choose for a given job, the ordinary citizen gets the impression that contracts are awarded as a result of high politics faintly coloured with rather low lobbying. And there are certainly some elements of high policy—for example, an overriding desire to concentrate the aircraft industry into larger economic units—that may affect these choices, while lobbying certainly is not unknown.

But the vast majority of supply contracts for the military services in Britain are considerably more humdrum affairs, in which a manufacturer puts in his tender for the supply of articles that differ from his civilian products only by having a much tighter specification than is ordinarily required in civil life, and considerably less concern with "sales appeal." Moreover, a considerable proportion of the engineering requirements of defence reach the supplier in the form of sub-contracts from the main supplier—though sub-contracts again are subject to very exacting specification and scrutiny. I seldom walk round any factory in "intermediate engineering" in the Midlands—the makers of components, "bits and pieces"—without being told four or five times that some job of work, undistinguishable to the non-expert from dozens of others around it, will eventually go into one of the sub-assemblies that later make up complex weapons and equipment. The ramifications of defence production in Britain are wide and deep, but largely undramatic.

Why should a business firm want a defence contract? There are, indeed, some that during peace-time, when there is no particular call, avoid defence work, because it is liable to make rather extreme demands on one's best skill and equipment, involves a good deal of outside supervision and explanation and is not, in spite of occasional scandals over wasteful spending, exceptionally profitable. Yet one element among those above, the extremes of technical demand and the backing that a firm can get in seeking to refine its technique, may have considerable attractions for the lively-minded firm without vast resources to back its own research and development, and whose commercial customers cannot afford to look far beyond what will be profitable in the fairly short term. In general engineering, the "development contract" is not as easy to secure now as it was some years ago: the defence planners are no less fascinated with new technical possibilities presented to them, but the Treasury is forcing them to be more parsimonious. But these departments are still among the few likely customers for new ideas that are just over the commercial horizon.

Defence demand for many forms of supplies and equipment represents sizeable bulk orders with the possibility of repeats, unaffected by fashion or customer resistance, and without too many modifications once a standard is established. Gasoline, blankets, lorries, clothing, printed paper, sports equipment, a myriad of more or less expendable items—even a stable of contracting military establishments is a steady customer for large quantities of these.

In contrast, there is a core of highly specialised manufacturers concerned with defence as a really sizeable part of their business—who might argue that its requirements are all too subject to modification, if not to outright fashion. The aircraft and missile producers will bear witness to the continued alteration that goes on even as the number of types of weapon or "vehicle" are reduced. The shipbuilders, within whose none too prosperous industry the requirements of the Navy have shrunk to a very small part, are more concerned with the whole alteration in strategic thinking that has steadily reduced emphasis on most kinds of vessel—except, perhaps, the nuclear submarine, of which Britain at the moment cannot afford all that many.

Aircraft manufacturers and the producers of most electronic equipment for weapons are peculiar in that the defence slice of their business is relatively so important; and that they are dependent for much of the rest of their business on different, but very similarly-minded, ministries in Whitehall. Decisions about strike fighters or vertical take-off aircraft—whether to build them, how exactly to frame the "requirement," who shall get the contract to develop the prototype, and whether to go ahead from prototype to manufacture—will be taken formally at least in the Air and Defence Ministries. But precisely the same set of decisions, required for, say, a really ambitious new airliner, will similarly have to be taken in Whitehall—by the Ministry of Aviation, which would inevitably be consulted about the military aircraft requirements, too. In both cases, public money is likely to be required for development. The same, to a considerable degree, applies to navigational equipment and much other advanced electronic gear.

A similar involvement of Whitehall from the beginning sometimes applies to the export of military equipment, which up to some years ago was a very lucrative market in which America and Britain had a fairly free run. Today there are several more European competitors offering equipment not only for Nato but also for the wide array of national air forces, navies, and armies around the world—plus a degree of non-commercial competition from Russian suppliers, even to some Commonwealth countries. The British Government, admittedly, can on occasion be of some help here; our Ministers are not too proud to boost a British weapon in countries where they can exert some influence. But the armament requirements of the various supra-national alliances, such as Nato, are nowadays likely to be split up between the suppliers of all the countries concerned, all of which have a reasonable claim to help arm their united forces. Hence occasional alliances between British and Continental aircraft firms in developing new types, and the occasional combination of, say, British engines, navigational equipment and radar with an American fighter.

The Avro 748MF close support military freighter has been ordered for service with the R.A.F. from Hawker Siddeley Aviation. This was announced in the Defence White Paper. Powered by two Rolls-Royce Dart 132 engines, the aircraft can operate from unprepared landing strips as short as 1,500 ft.

Intimate dependence upon Government assistance has its advantages: a really good technical conception can gain support and hold it much longer than might be possible if the only eventual customers were purely commercial in approach. Its disappointments, however, can be sharper; the sudden decision to cut off an unconventional aircraft such as the Rotodyne kills a long progression of effort overnight, leaving nothing in its place because the whole work has been concentrated on this one purpose. In no other field can industrial research and development teams gain comparable backing for new ideas; but their ambitions are correspondingly likely to be halted suddenly by decisions far above.

Britain in its present planning is spending about 7 per cent. of its national income on defence, which is a big proportion but well below what it was spending, say, seven years ago. The adjustment downwards had its repercussions in some of the industries concerned, particularly in aircraft, but it has not been as drastic as was originally feared. The defence industries have grumbled, but without much political argument. It is often suggested that in the United States—and probably in Russia, too—the "defence establishment" of military men, business and scientists, whose main employment is upon the refinement of military technique, would become a powerful pressure-group against any serious ideas about disarmament, and that the economies of both countries would suffer radical readjustments if disarmament ever began. In Britain the readjustments would be smaller, in that unfortunately remote contingency; and the "defence lobby" can hardly be said to exist.

Grinding smooth the spacer bars inside a steel pressure vessel jacket at the Greenwich factory. **Below:** A vertical boring mill prepares the edge of a dished and flanged end prior to welding. The end has been spun and formed from a flat circular blank on Harvey's Rotarpress

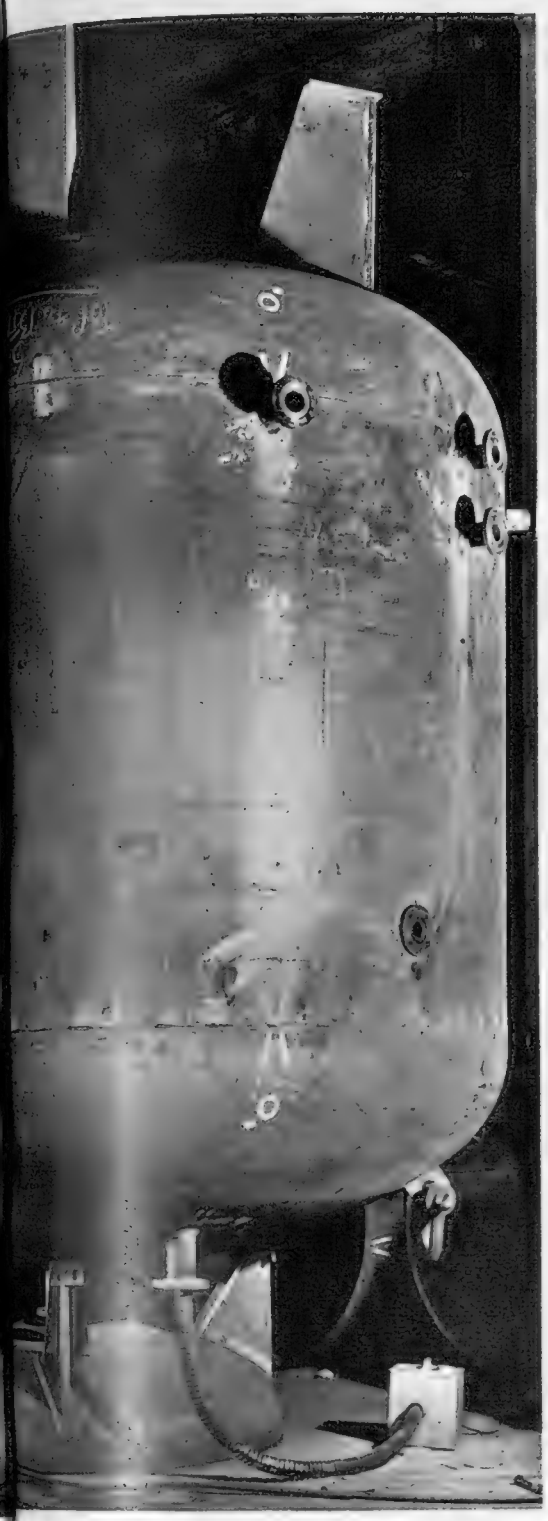
A small steel pressure vessel for the chemical industry is sea... A welded seam is being cleaned of weld scale by a workma...

ADOLF MORATH PHOTOGRAPHS

BRITISH

G. A. Harvey's

Founded as a one-man business by George Alfred Harvey in Lewisham in 1874, the metalworking firm of G. A. Harvey and Co. (London) Ltd., now employs over 2,600 people and occupies a factory of 28 acres at Greenwich. There is also a smaller one at Margate. Working for the most part in sheet and plate steel and in wire, the firm covers a wide field of industrial production, ranging from heavy equipment for the petroleum and chemical industries, which may be up to 220 tons in weight, to fine-woven wire mesh having 40,000 apertures to the square inch. Between these two extremes lie the manufacture of steel office furniture and partitioning, and departments engaged in light fabrication, sheet metal-



...ring course of manufacture.
...perating a pneumatic chipper

A Wagner Planing Machine is used to machine the bed of a horizontal borer. **Below:** An operator, wearing protective clothing, uses a steel template to check the radius of a red-hot piece of steel plate being curved to shape in a 3,200-ton vertical bending press

INDUSTRY

...factory at Greenwich

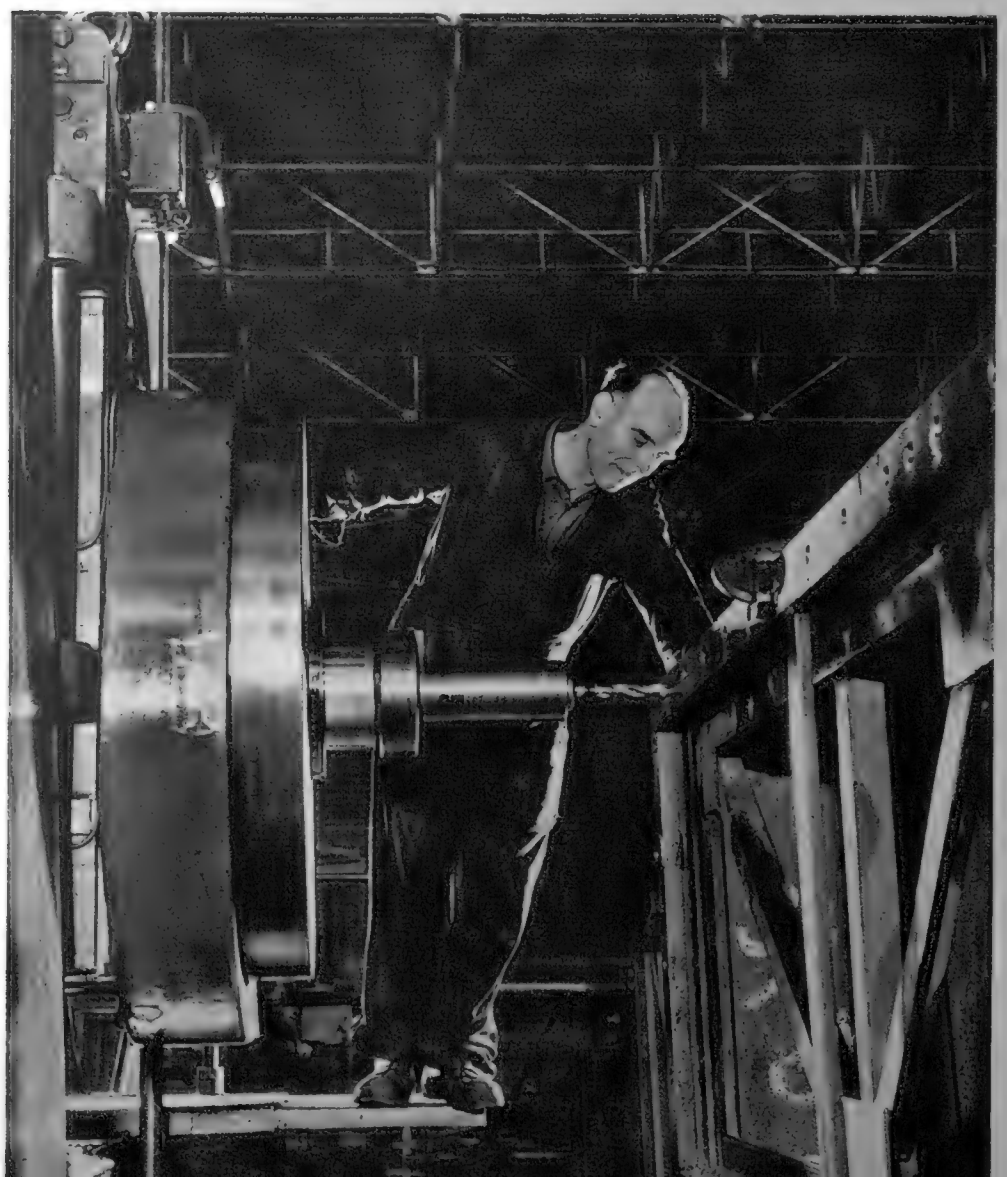
work, metal perforation, wireworking and galvanising.

Each year Harvey's process over 25,000 tons of steel sheet and plate, with a further 700 tons of zinc, copper, brass and other non-ferrous metals. From this raw material a variety of finished products is obtained such as steel office furniture to equip the whole of the new Daily Mirror Building in London, perforated aluminium ceilings for a sheik's palace in Kuwait and 70-ton boiler drums for the Komati power station in South Africa. Currently they are making the 85-ft. parabolic bowl for the new G.P.O. satellite radio aerial at Goonhilly, in Cornwall.

In the event of Britain's joining the Common Market, the firm believe they would

(Continued overleaf)

A wire weaving loom uses 20-gauge steel wire to produce woven wire mesh, which will be used by a manufacturer of oil filters for motor-car engines. **Below:** A Sheiss Horizontal Borer machines a large steel fabrication



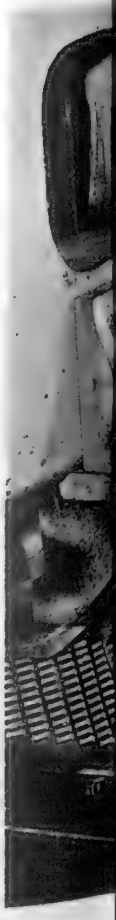
G. A. HARVEY

(*Continued from previous pages*)

be well placed; in steel furniture alone, over 20 per cent. goes to direct export. To keep abreast of international design developments the firm recently commissioned assistance from the British Council of Industrial Design.

In 1961, Harvey's "Town Number One" litter bin won a Design of the Year Award at the U.K. Design Centre and also a Gold Medal Award at the California State Fair in America. Progressive design and production techniques demand modern plant and machinery. A set of plate-bending rolls for cold rolling steel plate up to 1½ ins. thick and 12 ft. wide, five wire weaving looms of latest design and two sheet metalwork machines that reduce setting-up times from nearly an hour to under half a minute are only three examples of improved production equipment installed recently. Great efficiency will also be obtained shortly in the Accounting Division, where a £70,000 computer will soon come into operation. This machine will be used initially to control some 30,000 items of stock that the firm requires for its day-to-day operations.

George Alfred's first step when starting in the Old Smithy at Lewisham was to take on and train a boy to help him. Today, as then, the importance of the apprentice is fully recognised and for many years there has been a specially-equipped Training Centre to assist in the training of the firm's 150 apprentices. The high standard attained is reflected in the achievement by a Harvey apprentice, for the third consecutive year, of third place in the Welding Section of the International Apprentices Competitions, held this year in West Germany.



Perforating a st

nizing an open-top domestic cold-water cistern, which has been submerged in the bath of molten zinc, accurately maintained at a temperature of 450 degrees centigrade

st e that will grade coke in a vibratory screening plant

The drawers of a double pedestal desk in the " Thanet " range of steel office furniture are inserted

INDUSTRY AND THE STOCK MARKET

BRITAIN'S BREAD

By "THE SPHERE" CITY CORRESPONDENT

Sales for 1962 should show a £20,000,000 increase, with earnings following the same upward trend as in recent years. This strongly optimistic forecast was made recently by Mr. Garfield Weston, speaking as chairman of Associated British Foods. The group, formerly Allied Bakeries, are probably best known for their large share of Britain's bread market. Out of every 100 loaves sold in this country A.B. Foods probably account for eighteen, roughly the same proportion as the co-operative societies. Ranks, who recently merged with Hovis McDougall, are thought to sell another nineteen and Spillers' United Bakeries group a further eight. Of the remaining thirty-seven loaves, perhaps thirty are sold by small bakers.

In Britain over recent years, bread has not been a growth industry. Sales have tended to fall, mainly because people have switched their spending to other foods as incomes rose. The large bakery groups, however, have prospered. One reason for this paradox is that the larger groups have absorbed many smaller independent bakers. Only four years ago smaller bakers covered nearly half Britain's bread business: the contraction in their share reflects the downward pressure on profit margins, the advantages of plant bakeries and the financial need to provide for death duties.

Another reason why the large bakery groups have expanded is that they have developed more attractive, more expensive, breads. These have helped to restore profit margins, though competition has been intense. A reason for this competition is the difference between the large groups over flour buying in the early 1950's.

Associated British Foods, which is controlled by George Weston Holdings, has established an outstanding reputation for growth. In the five years 1957-61 net profits more than doubled from just over £2,000,000 to nearly £4,500,000 while shareholders' dividend rate has been doubled from 11¼ per cent. to 22½ per cent. Bread has not been wholly responsible for A.B. Foods' expansion. Mr. Weston and his co-directors have gone into the grocery business, operate a large biscuit group and are now expanding their supermarket interests.

Ranks, the flour milling group who are nearly as large as A.B. Foods, formed British Bakeries some seven years ago to expand their bakery interests. Then followed a series of acquisitions, which included Groom, Thomas Bell and the Energen Foods business. Ranks' profits recovered after a sharp setback in 1957, rising from £1,300,000 in that year to £3,700,000 in 1961.

But Ranks' major move forward came last December, with the bid for Hovis McDougall. Ranks gained from an association with Britain's leading speciality flour concern, and Hovis gained from access to Ranks' bakery shops. A few weeks after the Ranks Hovis merger was completed the new group announced a share and cash take-over for Fulford, Trumps, the West of England bakery group.

Like Ranks, the £48,000,000 Spillers group has a large stake in animal foods as well as flour milling. While Ranks are well known for their cattle foods and Blue Cross products, Spillers have an interest in the rapidly growing pet food market, and recently enlarged their stake by taking over Spratt's Patent. But the basic pattern of Spillers' recent development has been closely parallel to Ranks', featuring the formation of a bakery subsidiary—in Spillers' case, known as United Bakeries—during 1955. Spillers' bakery interests included Montgomerie Bread, Wonder Baking and Richard Taylor of Liverpool. Again like Ranks, the Spillers group reported a profit setback during 1957, which has been more than made good since. Spillers' net profits, down to less than £2,000,000 in that year, recovered to nearly £3,000,000 in 1960.

Spillers' latest move, by contrast with Ranks', has been to integrate their business rather than widen existing trade links. In August last year Spillers announced they had bought a share stake in the Buxted Chicken Co., one of Britain's largest broiler firms.

These three groups, A.B. Foods, Ranks Hovis and Spillers, account for nearly half of Britain's bread business. But the logic of the three firms expansion has been markedly different. A.B. Foods have diversified into groceries, biscuits and supermarket selling. Ranks have strengthened their interest in the flour business through the Hovis merger while Spillers seem to be growing partly through their animal food side.

These policy differences will mean differing consequences for the three blocks of private shareholdings associated with each of the three companies. A.B. Foods is controlled by the Weston interests, while Lord Rank's family is believed to have a large stake in Ranks Hovis and the Vernon interests are said to have a big holding in Spillers.

In the City, A.B. Foods' growth history is reflected in the meagre 2 per cent. yield, easily the lowest of any major food company. Buyers of these shares must assume that Mr. Weston and his colleagues will be able to maintain recent years' pace of expansion. Ranks Hovis and Spillers, by contrast, offer larger current yields, of roughly 4¼ per cent. and 4 per cent. respectively. For people concerned with capital appreciation, A.B. Foods remains an outstanding choice. For investors who are concerned with income, Ranks will probably appeal most, especially as the benefits of the Hovis merger have yet to appear.

The David Ogle Ltd. special conversion of the B.M.C. Mini

The open sports two-seater Elva Courier

A B.M.C. Mini with a "wicker look"

The Travelette, a weekend cottage-on-wheels

MOTORING

SAFETY BELT CAMPAIGN

Need for a guide to Britain's road spending; special car bodies; Lambretta-Trojan news; and other topics

By **COURTENAY EDWARDS**

The latest move in the drive to popularise safety belts in Britain is the opening by racing driver and businessman, Les Leston, of a Safety Belt Centre at his car accessory emporium in High Holborn, W.C.1. At its inauguration by Lord Brabazon, I found a high-powered gathering of racing and rally drivers and representatives of the Ministry of Transport, Rospa, motor sport clubs and motoring organisations.

Leston—"I've had a few spills and know what I am talking about"—is a believer in safety belts. At his new "centre" he showed me a number of different makes of safety belt fitted to the actual seats used in several different cars ranking as best-sellers. His safety belt slogan: "See, try and compare."

A new safety belt now on sale in Britain is the Defender, made by Tanfab, Ltd., of Rochdale, Lancs., with a price tag of £4 15s. It has been approved by the British Standards Institution, is made of Terylene webbing and combines a single diagonal shoulder strap with a lap belt.

It is designed to take the strap over the left shoulder in a car with right-hand drive (most belts go over the right shoulder) and the makers offer to replace, free of charge, any

The Nita Junior Harness safety belt for children. **Right:** The Defender safety belt, made of Terylene webbing

webbing subjected to strain in a serious accident in return for full details of the crash (which they say would be useful for research purposes).

Britax, who make more safety belts than any other firm in Britain, tell me that in the three months from November to January, inclusive, they increased their production by 175 per cent. Protection for children from two to nine years of age is offered by the Nita Junior Harness, marketed by Emoco, Ltd., of Edinburgh 6. It is made of nylon webbing and is fitted to the child before getting into the car. It is attached by a quick-release clip to a strap firmly anchored to the car floor and threaded through the seat squab. Price 42s. 6d., with a fitting charge of about 10s. 6d.

Like safety belts, roads make news this week. Two recent announcements by Mr. Ernest Marples, Minister of Transport, suggest that slowly but surely Britain may be catching up on its arrears of road construction. A five-year trunk road improvement programme which the Minister "hopes to authorise within the next four or five years" includes 111 schemes costing a total of £120,000,000.

I find it difficult to follow these details of road programmes, which often overlap, and it is not easy to distinguish between work that is actually being done and what has simply been "authorised subject to financial considerations" not to mention plans which are only a twinkle in the Ministerial eye. There is often confusion about Government and local authority expenditure on trunk and classified roads; Scottish figures are kept separate; and details of motorway expenditure (actual and planned) are sometimes lumped with the rest, sometimes not.

What I would like to see each year (and the British Road Federation are the people to produce it) is a child's guide to Britain's annual spending on (a) new roads and (b) road improvements; and how much of it is undertaken by (a) the Government and (b) the local authorities.

Listen to this recent statement from the Transport Ministry: "The Minister has informed local authorities of the road construction and improvement schemes which he is prepared to consider for grant in the fourth year (1964-65) of the £150,000,000 five-year classified roads programme." Skipping quickly through this paragraph you could easily make the mistake of believing that another £150,000,000 was about to be spent on British roads. Read it more closely and you will see that is not so.

Here, anyway, are some really tangible items of road news. . . . The British Road Federation is, in May, holding an all-day conference in London on the landscaping of motorways. One of the papers will be read by Professor Alwyn Seifert, who has been largely responsible for the landscaping of Germany's *autobahnen*.

Sir Herbert Manzoni has been appointed chairman of a panel set up by Mr. Marples to arrange and judge a competition for the design of a 226-ft. M1 motorway bridge over the River Calder near Wakefield, Yorkshire.

Tenders have been invited for the first stage of the 7½-mile Newport (Monmouthshire) by-pass which, when it is completed in 1965, will form the western end of the London-South Wales motorway (M4). The first stage involves the construction of a 450-ft. bridge of reinforced concrete over the River Usk.

The value of by-passes is emphasised in the current issue of *Traffic and Engineering Control* in an article by Road Research Laboratory experts who carried out a before-and-after accident investigation into the seven by-passes at Ashford, Borrowash, Catterick, Halesowen, London Colney, Longton and Wetherby.

They report a significant decrease in accidents at all seven places. The overall average reduction was 60 per cent.

Would you be willing to pay more for putting a special body on a car than its original purchase price? David Ogle, Ltd., of Letchworth, Herts., think the answer is "yes." This firm, which claims to design and build special car bodies "in the Italian manner" offer a very attractive conversion of the £526 B.M.C. Mini for £550 extra, making a total of £1,076.

It is a *gran turismo* body on aerodynamic lines with luxury finish and high standards of comfort and silence. It is aimed at the discriminating owner, says Mr. Ogle, and is "much more than a mini with another body."

The Lambretta-Trojan Group, whose activities include the marketing in Britain of Lambretta scooters, Bundy outboard motors, chain saws and a wide range of other agricultural products, followed their recent launching of the Trojan 200 light car—a £350 three-wheeler with a 198-c.c. single-cylinder engine, room for two adults and two children and a petrol mileage of over 90 to the gallon—with the news that they have acquired the manufacturing rights of the Elva Courier sports two-seater which until now has been built by its designer, Mr. Frank Nichols, at Hastings.

Mr. P. James Agg, Lambretta-Trojan managing director, says he hopes to have the 105-m.p.h., 1.6-litre, plastic-bodied Courier in production at his Croydon plant within eight or ten weeks and that the price, even of the hard-top coupé model, will be less than £1,000, including tax.

Now for a quick look at some of the newest motoring aids. . . . First, the Minirest, offered by Tudor Accessories of Hayes, Middlesex, for 59s. 11d. It is a back rest designed for small cars like the B.M.C. Mini.

It is fixed with adjustable elastic straps to either bench or bucket seats and by supporting the vital lumbar region reduces fatigue and prevents back ailments.

There are a number of refinements in the design of the 1962 version of the Travelette, a folding caravan built by Basil Sherman, Ltd., of Mount Street, W.1, and selling for £349 10s. This attractive-looking, plastic-bodied weekend-cottage-on-wheels has sleeping accommodation for four adults, generous equipment and a weight of only 6¼ cwt.

Cracol, Ltd., of Black Lion Lane, W.6, invite you to give your car the "wicker look" (and perhaps cover up those dents, scratches or rust patches) with material that can be fixed to the bodywork of your car inside an hour and removed at any time without damage to the paintwork.

The makers say it costs less than one-third the price of a respray. Charges vary from £6 15s. to £10 10s., with an extra fee of £1 for station wagons. For double these figures Cracol will do the work for you.

Briefly. . . . Silver City have room for a few cars on air cargo services (five a week) between Hurn (Bournemouth) and Guernsey; charges for the single trip range from £10 to £35. . . . The latest edition of the good food map of Great Britain which Victor Britain, the car hire firm, have produced for the last seven years, and which is available for 6d. in stamps from 12a Berkeley Street, W.1, lists 400 inns and restaurants recommended by a panel of gastronomic experts. . . .

The A.A.'s 1962 expansion programme includes plans for increasing to more than 100 the number of roadside service centres equipped with wide-ranging teams of radio patrols. . . . For the second year running a Ford Anglia gained an outright win in the tough Canadian Winter Rally.

Testing one of this season's Maserati sports cars on the Monza circuit near Milan. Maseratis are to run in the 12-hour race at Sebring, U.S.A., at the end of the month

GOOD LIVING

By Ganymede

It was most interesting to visit the tasting of Burgundies from the Maison M. Doudet-Naudin of Savigny-les-Beaune, organised by the agents in London, Messrs. C. H. Tapp & Co. Having received various reports of the 1961 vintage Burgundies (I mentioned them last week), it was most enlightening to be able to taste personally many examples of these. Although, of course, none of them are ready for bottling, let alone drinking, samples of a good number have been sent over and offered for tasting side by side with the 1960s. Eight whites of each vintage were available, ranging from the simple Aligoté to the aristocratic Chassagne Montrachet, Puligny Montrachet, and, in the 1961s, the Corton Charlemagne, and including such commune wines as Macon Blanc, Pouilly Fuissé, Meursault, Chablis and Petit Chablis. I certainly liked some of the 1960s, particularly the Chassagne Montrachet, and the Chablis with its perfect delicious dryness.

The 1961s are difficult to judge at this stage for anyone without full trade experience, but even I could not fail to detect the magnificent promise in bouquet and flavour of the two Montrachets, the Corton Charlemagne, and the Chablis. This fully confirms the optimistic note in the report I quoted last week, and the same goes for my impression of the reds shown at the same tasting. Fourteen of the 1961s were shown, and there was the indication of characteristic freshness of the Beaujolais, almost ready to drink, and sound, substantial quality in the rest. At the more expensive end of the scale, one could easily imagine future greatness in the Charmes Chambertin and the Close de Vougeot.

The most unusual and exciting feature of this excellent tasting, however, was the showing of four 1961 red Burgundies made by the *Méthode Ancienne, i.e.* the old method of vinification, which, I understand has not been practised in Burgundy since the end of the war. The process was changed, to produce wines which mature quicker, thus reducing the number of years during which capital had to be locked up in the maturing wine. The new process also appears more streamlined and simpler, so perhaps there might be a saving that way too.

The variation in method was made in three particular stages of vinification. Here is the *méthodle ancienne:* 1. During stripping and pressing a certain part of the grapes are fed into a machine which crushes the grapes and ejects the stalks. The rest of the grapes, usually the larger part are put straight into the main press without being stripped. 2. During the fermentation the " chapeau," which forms from the solids forced to the top by the carbonic gas, is frequently stirred in and mixed with the contents of the vat. 3. In the stage of drawing off and second pressing the " marc," or residue separated from the wine by drawing off from the fermenting vat, is pressed again most carefully and completely, and then blended with the wine from the first pressing to finish the fermentation in cask. I am told that since 1945, these stages are either carried out more lightly than before, or omitted altogether.

M. Marcel Doudet, who is a most sincere wine enthusiast, made wines from four of his vineyards by the *méthode ancienne*, and these were shown at the tasting, Les Guettes, Savigny-les-Beaune; Les Boutières, Aloxe Corton; Clos de Roi, Beaune; and Les Maréchaudes, Corton. As was to be expected, these, compared with comparable 1961s, seemed even at this early stage fuller, with more colour, and are expected to take about three or four years longer to mature. Although it must obviously involve more trouble and labour to make wine by this method, I was told by Mr. Mackaness, a director of C. H. Tapp & Co., that M. Doudet will not charge more for these *méthode anciennes* wines. Such is his enthusiasm.

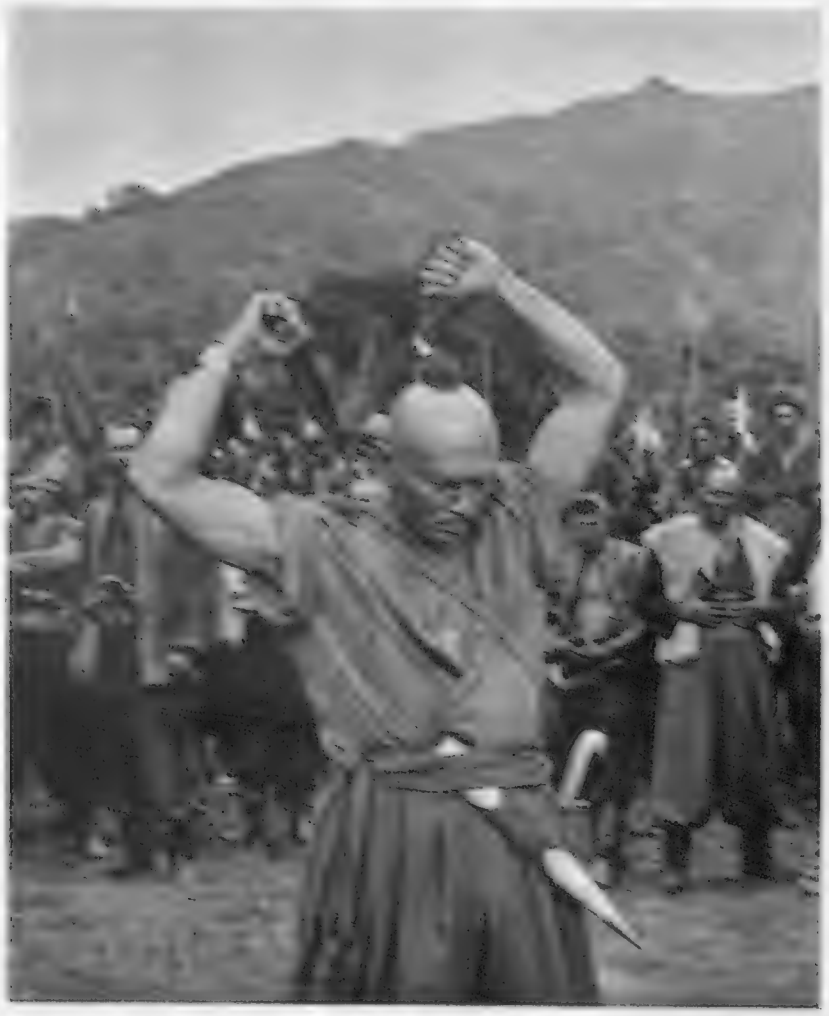
The series of 1959 London bottled red Burgundies, which were the next part of the tasting, fully lived up to that year's reputation, and included an excellent Vosne Romanée, a very good Aloxe Corton, a beautifully full Gevrey-Chambertin and a Clos de Vougeot with a great future. Some older, French bottled reds were also shown, of these I particularly liked a lovely, soft, " raspberry flavoured " 1955 Aloxe Corton " Les Boutières," a Nuit St. Georges of the same year, a 1953 Vosne Romanée and a 1952 Chambolle Musigny.

At the lunch, which followed the tasting, our red wine was a 1945 Corton, Les Maréchaudes. This was a real beauty, and, of course, the product of the last year in which the *méthode ancienne* was still in general use. In the opinion of the experts sitting near me, this delightful wine, although near its peak of perfection, will last for a good many more years.

It is most difficult to pronounce judgement on the rights or wrongs of which method of vinification should be used in this modern day and age, but on the evidence of this tasting, and the 1945 Burgundy with the subsequent lunch, I would venture the modest opinion that perhaps it was a loss to the lovers of wine when the *méthode ancienne* was abandoned, or at any rate modified. It is one of those losses, however, which we have to suffer in the name of progress, and many of which appear to be inevitable.

TARAS BULBA

(Continued from pages 390 and 391)



The Cossack leader Taras Bulba (Yul Brynner) ceremonially cuts off his lock of hair

The stars of the film—Tony Curtis as Taras Bulba's son and Yul Brynner

One of the traditional dance sequences from the lavish film

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MICHAEL JOSEPH

Air comfort to

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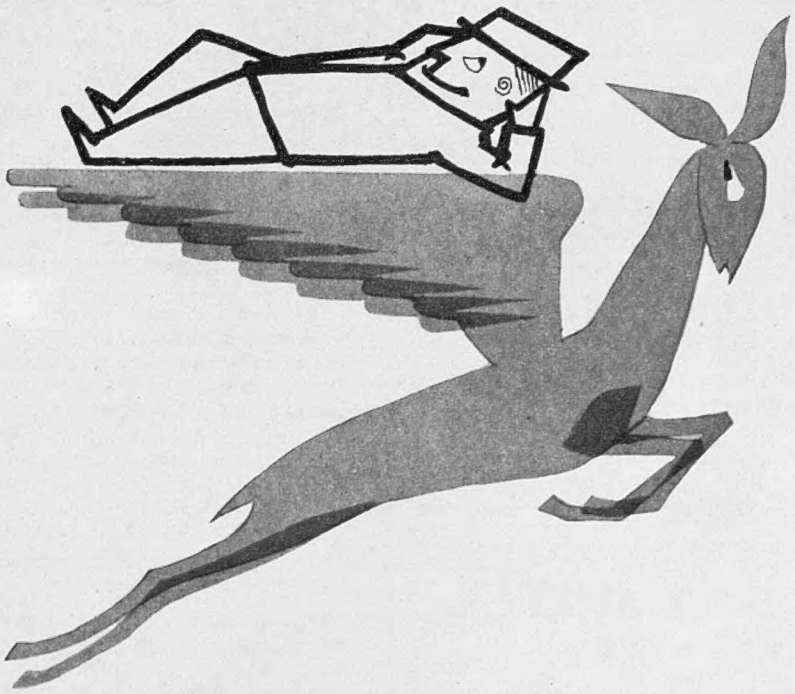

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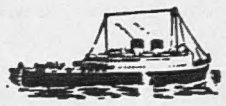

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ADVICE BY ASHLEY COURTENAY

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A BONE OF CONTENTION that has been the basis of table talk for as long as I can remember is the relative values of British and Continental cooking.

Personally, according to the mood and the hour, I am happy with the *best* of either, but as a Britisher, my digestive system is more in tune with honest British cooking than the artistry of the most talented Continental master of kitchen craft. What does concern me, however, both at home and abroad, is that honesty and artistry are tending to be suffocated by artifice.

All over the world the tin, the packet, the refrigerator, the deep freeze and a mass of manufactured "easy mixes," "quick pastries," and so on are coming more and more into general usage and I fear for the day when international catering needs little more in culinary tools than a tin-opener, a saucepan and a little water added.

Naturally, though, there are times and occasions when the tin, the packet, and so on are valuable stand-bys, and as emergency packs I am all in favour of them.

I write at a period of the year when the kitchen garden is practically barren, but as this column will appear when your thoughts may be in terms of an early spring holiday, I propose to name a number of hotels in Britain which have won well-deserved reputations for their honest British fare.

Devon. If you have not yet discovered *Woodford Bridge Hotel*, Milton Damerel, seek it out. It is an eye-catcher without and has a most attractive country-house environment within. Allied to comfort is a style of British cooking which is basically honest and pleasingly appetising. Here, the best use is made of all that the Devon countryside can provide, plus a kitchen garden that proves a valuable aide. A very personal affair is the direction of *Woodford Bridge Hotel*, with Commander and Mrs. Sholto Douglas constantly before and behind the scenes.

Cornwall. *The Nare Hotel*, Veryan. All who have stayed at this blest spot will endorse my view that Mr. and Mrs. Carpenter Stringer are dedicated to the highest standards of honest catering. At lunch and dinner each day Mine Host and his son personally carve from a heated trolley by one's table—a feature which one rarely sees outside a big city. Here, too, visitors will see the arrival each morning of freshly-caught fish and live lobsters from nearby Mevagissey, whilst those who have been interested enough to view the model kitchens will recall the display of poultry, fruit and vegetables fresh in from local farms and the hotel grounds. The only complaint I can recall of this was from a man whose chair collapsed under his weight in the lounge—perhaps a case of indulging in second helpings off the trolley!

Berkshire. The *Hind's Head* at Bray. Although it is some time since I visited this far-famed inn which the late Barry Neame put on the gastronomic map of England, it is still presided over by his disciple, Miss L. Williams, who continues to maintain a high standard of honest English fare and a cellar that is second to none in its range of vintage and young wines.

Travelling northwards my thoughts turn to that inn well known to Burton-on-Trent and Derby residents—*The Stanhope Arms* at Bretby, two miles from Burton-on-Trent, on the Ashby road. Geographically, Derbyshire can claim it, but with Burton-on-Trent the postal town it is best listed under Staffordshire. Here Mrs. Staley and her two sons have built up such a sound reputation for good, honest English fare and comfort that the once-two-bedroomed inn has increased its girth to twenty bedrooms and seven of them have private bathrooms. The basis of their success is honest fare, enterprising menus, reasonable prices and a service that is both efficient and pleasant. As there are several *Stanhope Arms* hereabouts, take heed of the travel directions. For reservations (most advisable) telephone Swadlincote 7954.

Yorkshire. South Stainley, the *Red Lion*. While many good eating-places are of mushroom growth, the *Red Lion* at South Stainley (a few miles outside Harrogate on the Ripon road) has become deep-rooted in public affection because it has never relied on gimmicks or the artifices of the catering trade, but has throughout the years built up its reputation on honest English fare served by a uniformed cap-and-apron North Country staff, who enjoy their work the more because they have appreciative well-satisfied customers. Yorkshire fare is often honest and at the *Red Lion* particularly so.

A departure from some of the more frequented holiday venues would be contemplation of the counties of Worcestershire and Herefordshire.

Twelve miles to the north-west of Worcester, on the A 443 road to Tenbury, stand the entrance gates to the *Elms Hotel*, Abberley, which is well known locally and farther afield for honest, home-cooked fare. A credit mark to Mr. and Mrs. J. B. Morton, who converted this stately mansion into an hotel and who have not only established a reputation for consistently good meals and wines but have done much to attract resident visitors, especially from overseas, who also appreciate its central location for the Shakespeare country and Malverns.

Another hotel which shuns the main road yet draws a steady clientele to its doors throughout the year is the *Graftonbury Hotel*, Hereford—1½ miles from the city and off the Ross (A 49) road. The resident proprietors, Mr. and Mrs. R. D. Waddington, are devoted to growing their own produce, collecting their own honey, and so on. Mrs. Waddington, if my memory serves me right, is of farming stock, so the kitchen and what goes in and out is her special care. A good hotel, especially for those who have to study their pockets, as Bed and Breakfast terms run from 21s., Lunch from 6s., and Dinner from 8s.

One could name many more examples of homely British catering where the owners of the hotels are personally interested on the kitchen front, but these will have to be included in a future article.

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Golden Morning

The night before we'd been dancing into the small hours. That's quite something for an old married couple like us, and by rights I should have been dead to the world. But that particular morning I woke up feeling as fresh and relaxed as a baby—and as I opened my eyes I just *knew* something marvellously exciting was going to happen to me soon.

Then I realised why everything seemed a little different. The engines had stopped and the ship was still. When the steward brought me that wonderful cup of tea (you see why I loved the Arcadia?) I asked him about it. "We're at Gibraltar, Madam," he said. When I heard that I simply *rushed* to take a look.

And there it was—a looming majestic rock sunning itself behind the morning mist. Our first port of call. The first milestone on the sealane to Sydney. And, all of a sudden, the sort of thrill I hadn't had since I was seventeen. Do you wonder I lost my heart to that happy, golden morning?

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Think of the wealth of very old material we shall be so glad to see again in tints: The Scarlet Pimpernel, Yellowsands, Rose Marie, Snow White and Little Red Riding Hood—all will have a new validity if the 300th revival is in the New Process.

For International Athletics, although the point of the whole thing is to take part and to have fun, there is no harm, since the competitors when they are not standing to attention for the national anthems are hop skipping and jumping in their national colours, if these flags are made unmistakable in Schweppsicolor. Sex, it may be noted, is more so in colour, and in our week-end Schweptacular, the chorus of ninety look particularly interesting in pink, even if, on your screen, the legs are only two thirds of an inch long.

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Written by Stephen Potter; designed by George Him

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